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Terminal Charts For USTR
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: TYUMEN RUS
ICAO/IATA: USTR / TJM
Lat/Long: N57° 10.1', E065° 19.0'
Elevation: 377 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 15.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2331 Z
Sunset: 1540 Z

Runway Information

Runway: 03
Length x Width: 9846 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 378 ft
Lighting: Edge, ALS

Runway: 12
Length x Width: 8858 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 324 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 9846 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 355 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 8858 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 345 ft
Lighting: Edge, ALS

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Communication Information

ATIS: 121.700
Tyumen Start Tower: 124.000 Secondary
Tyumen Start Tower: 118.200
Tyumen Taxiing Ground: 119.000
Tyumen Taxiing Ground: 124.000 Secondary
Tyumen Ground Ramp/Taxi: 118.900
Tyumen Approach: 124.000 Secondary
Tyumen Approach: 126.100
Tyumen Transit Operations: 131.800

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USTR/TJM ROSHCHINO

JEPPESEN

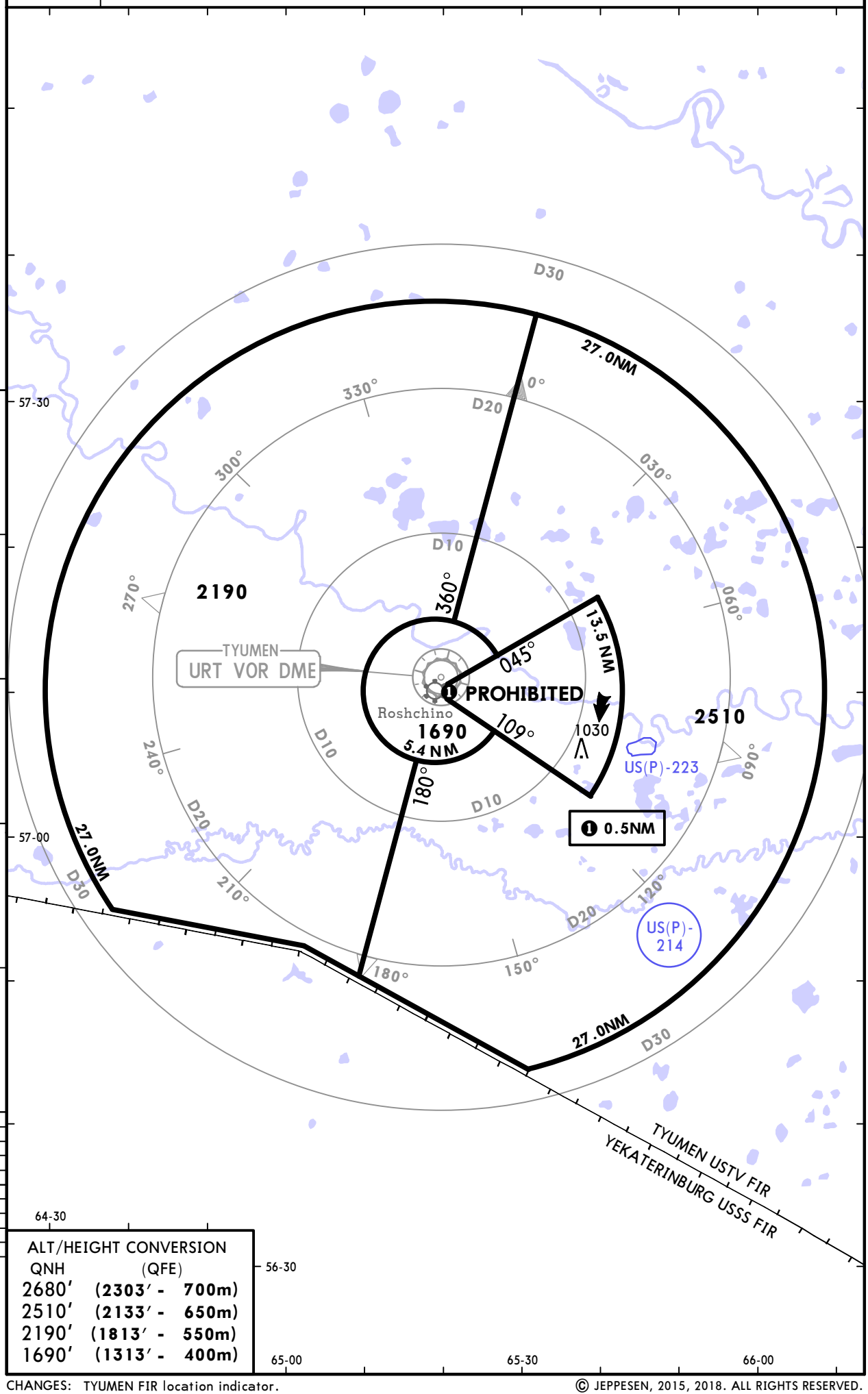
9 NOV 18 (10-1R)

TYUMEN, RUSSIA

RADAR MINIMUM ALTITUDES

Apt Elev 377′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40 Trans alt: 2680′ **(2303′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2680′	(2303′ -	700m)
2510′	(2133′ -	650m)
2190′	(1813′ -	550m)
1690′	(1313′ -	400m)

CHANGES: TYUMEN FIR location indicator.

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RNAV STAR DESIGNATION	REFER TO CHART
DOMEK 1G, NAPOR 1G, NERUG 1G, 2G	10-2A1
DOMEK 3G, 4G NAPOR 3G, 4G NERUG 3G, 4G	10-2A2
DOMEK 5G, NAPOR 5G, NERUG 5G	10-2B
DOMEK 7G, NAPOR 7G, NERUG 7G	10-2C
BUKOS 1G, KEGIR 1G	10-2D
BUKOS 3G, KEGIR 3G	10-2E
BUKOS 5G, KEGIR 5G	10-2F
BUKOS 7G, KEGIR 7G	10-2G
DELEN 1G, 2G, GINPA 1G	10-2H
DELEN 3G, GINPA 3G, 4G	10-2J
DELEN 5G, 6G, GINPA 5G, GOREN 5G	10-2K
DELEN 7G, GINPA 7G, GOREN 7G	10-2L

STAR DESIGNATION	REFER TO CHART
DOMEK 03A, 03B, NAPOR 03A, 03B NERUG 03A, 03B	10-2M
DOMEK 12A, NAPOR 12A, NERUG 12A	10-2N
DOMEK 21A, 21B, NAPOR 21A NERUG 21A, 21B	10-2P
DOMEK 30A, NAPOR 30A, NERUG 30A	10-2Q
BUKOS 03A, KEGIR 03A	10-2S
BUKOS 12A, KEGIR 12A	10-2T
BUKOS 21A, KEGIR 21A	10-2T1
BUKOS 30A, KEGIR 30A	10-2T2
DELEN 03A, GINPA 03A, 03B GOREN 03A	10-2T3
DELEN 12A, GINPA 12A, GOREN 12A	10-2T4
DELEN 21A, 21B, GINPA 21A, 21B GOREN 21A	10-2T5
DELEN 30A, GINPA 30A, GOREN 30A	10-2T6
NERUG 9	10-2T7
NERUG 11	10-2T8
NERUG 13	10-2U
NERUG 15	10-2V

CHANGES: NERUG 03C withdrawn.

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STAR DESIGNATION	REFER TO CHART
NERUG 17	10-2V1
DOMEK 9, NAPOR 9	10-2V2
DOMEK 11, NAPOR 11	10-2V3
DOMEK 13, NAPOR 13	10-2V4
DOMEK 15, NAPOR 15	10-2V5
DOMEK 17, NAPOR 17	10-2V6
BUKOS 9, KEGIR 9	10-2V7
BUKOS 11, KEGIR 11	10-2V8
BUKOS 13, KEGIR 13	10-2W
BUKOS 15, KEGIR 15	10-2X
BUKOS 17, KEGIR 17	10-2X1
DELEN 9, GINPA 9, GOREN 9	10-2X2
DELEN 11, GINPA 11, GOREN 11	10-2X3
DELEN 13, GINPA 13, GOREN 13	10-2X4
DELEN 15, GINPA 15, GOREN 15	10-2X5
DELEN 17, GINPA 17, GOREN 17	10-2X6

CHANGES: None.

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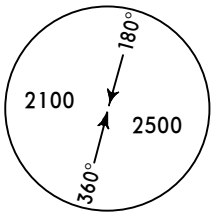
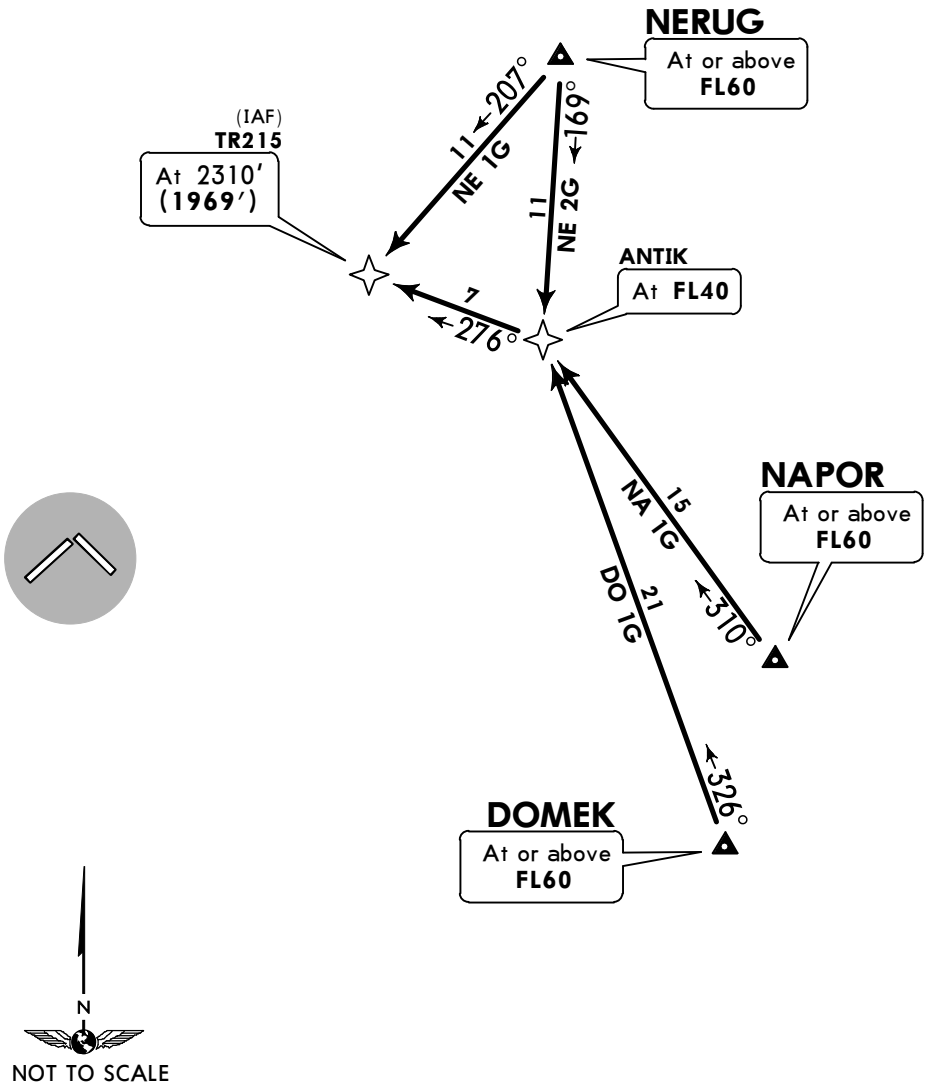
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309. 4. Request clearance for GNSS approach from APP on first contact.



MSA ARP

DOMEK 1G (DO 1G), NAPOR 1G (NA 1G) NERUG 1G (NE 1G), NERUG 2G (NE 2G) RWY 21 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2339′ - 700m)**
2310′	**(1969′ - 600m)**

STAR	ROUTING
DO 1G	DOMEK (FL60+) - ANTIK (FL40) - TR215 (2310′).
NA 1G	NAPOR (FL60+) - ANTIK (FL40) - TR215 (2310′).
NE 1G	NERUG (FL60+) - TR215 (2310′).
NE 2G	NERUG (FL60+) - ANTIK (FL40) - TR215 (2310′).

CHANGES: New chart (RNAV STARs transferred).

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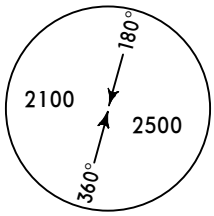
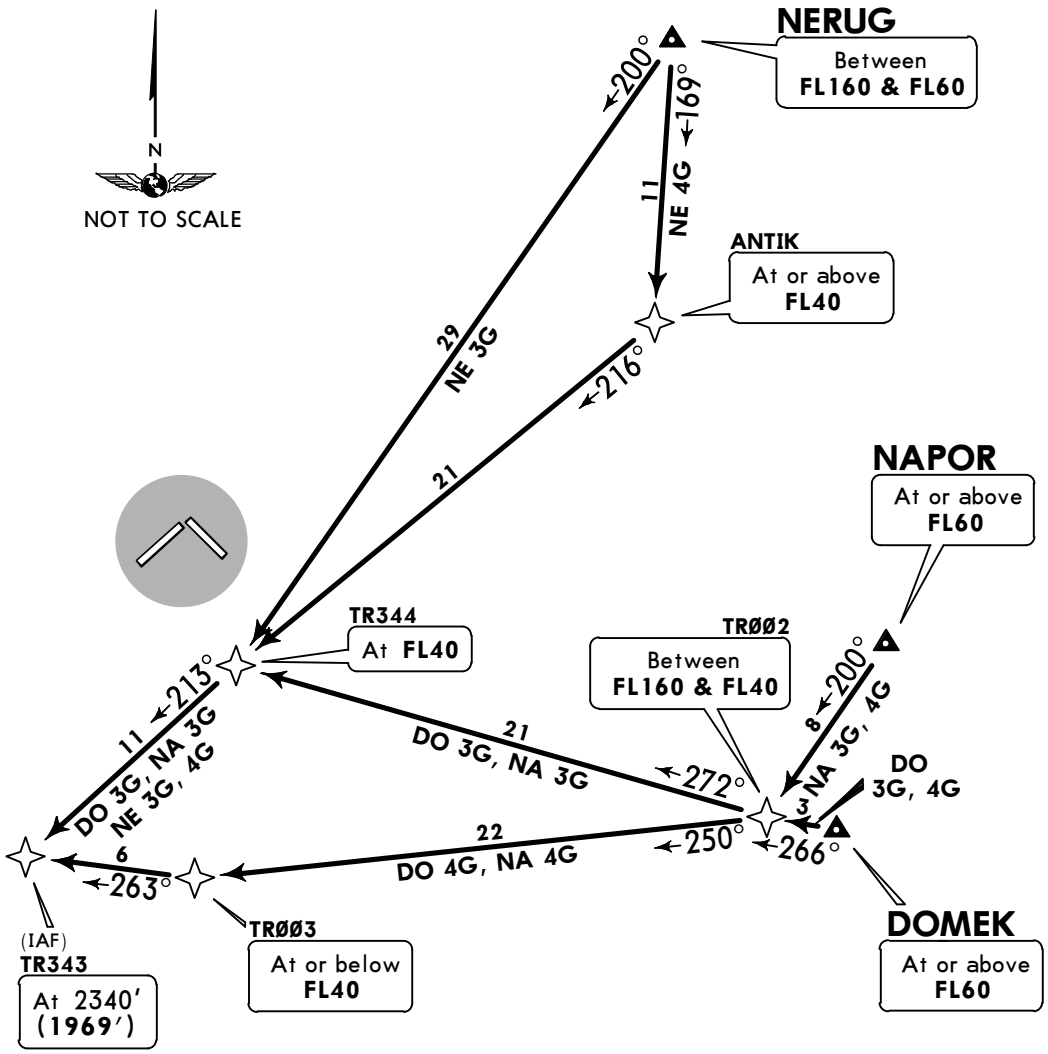
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309. 4. Request clearance for GNSS approach from APP on first contact.



MSA ARP

DOMEK 3G (DO 3G), DOMEK 4G (DO 4G)
NAPOR 3G (NA 3G), NAPOR 4G (NA 4G)
NERUG 3G (NE 3G), NERUG 4G (NE 4G)
RWY 03 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2309′ - 700m)**
2340′	**(1969′ - 600m)**

STAR	ROUTING
DO 3G	DOMEK (FL60+) - TR002 (FL160-; FL40+) - TR344 (FL40) - TR343 (2340′).
DO 4G	DOMEK (FL60+) - TR002 (FL160-; FL40+) - TR003 (FL40-) - TR343 (2340′).
NA 3G	NAPOR (FL60+) - TR002 (FL160-; FL40+) - TR344 (FL40) - TR343 (2340′).
NA 4G	NAPOR (FL60+) - TR002 (FL160-; FL40+) - TR003 (FL40-) - TR343 (2340′).
NE 3G	NERUG (FL160-; FL60+) - TR344 (FL40) - TR343 (2340′).
NE 4G	NERUG (FL160-; FL60+) - ANTIK (FL40+) - TR344 (FL40) - TR343 (2340′).

CHANGES: New chart (RNAV STARs transferred).

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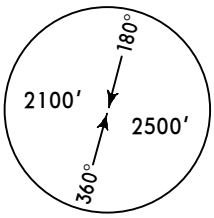
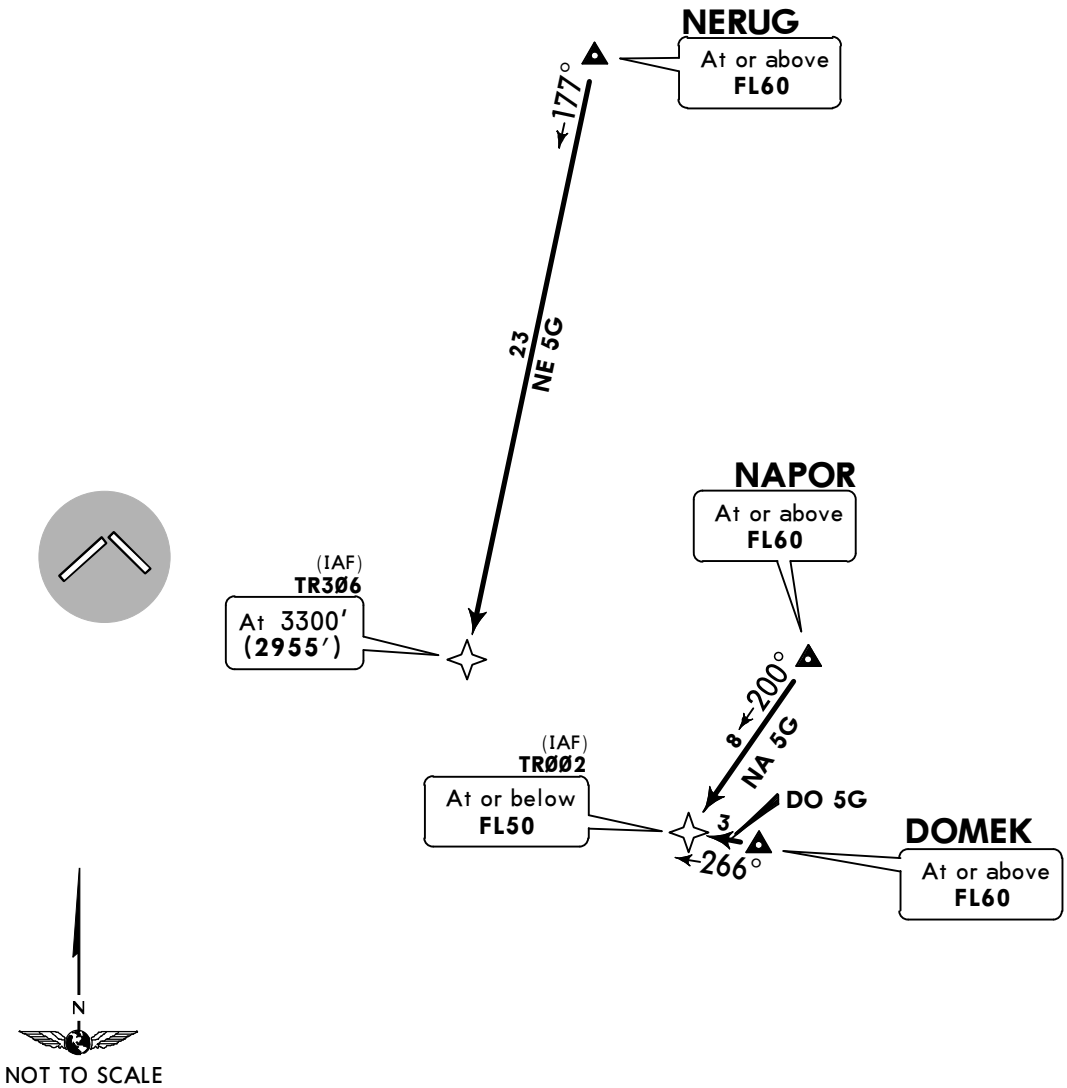
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309.



MSA ARP

DOMEK 5G (DO 5G)
NAPOR 5G (NA 5G)
NERUG 5G (NE 5G)
RWY 30 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
3300′	**(2955′**	**- 900m)**
2680′	**(2335′**	**- 700m)**

STAR	ROUTING
DO 5G	DOMEK (FL60+) - TR002 (FL50-).
NA 5G	NAPOR (FL60+) - TR002 (FL50-).
NE 5G	NERUG (FL60+) - TR306 (3300′).

CHANGES: MSA.

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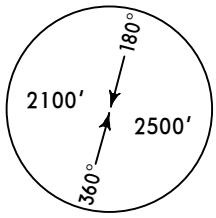
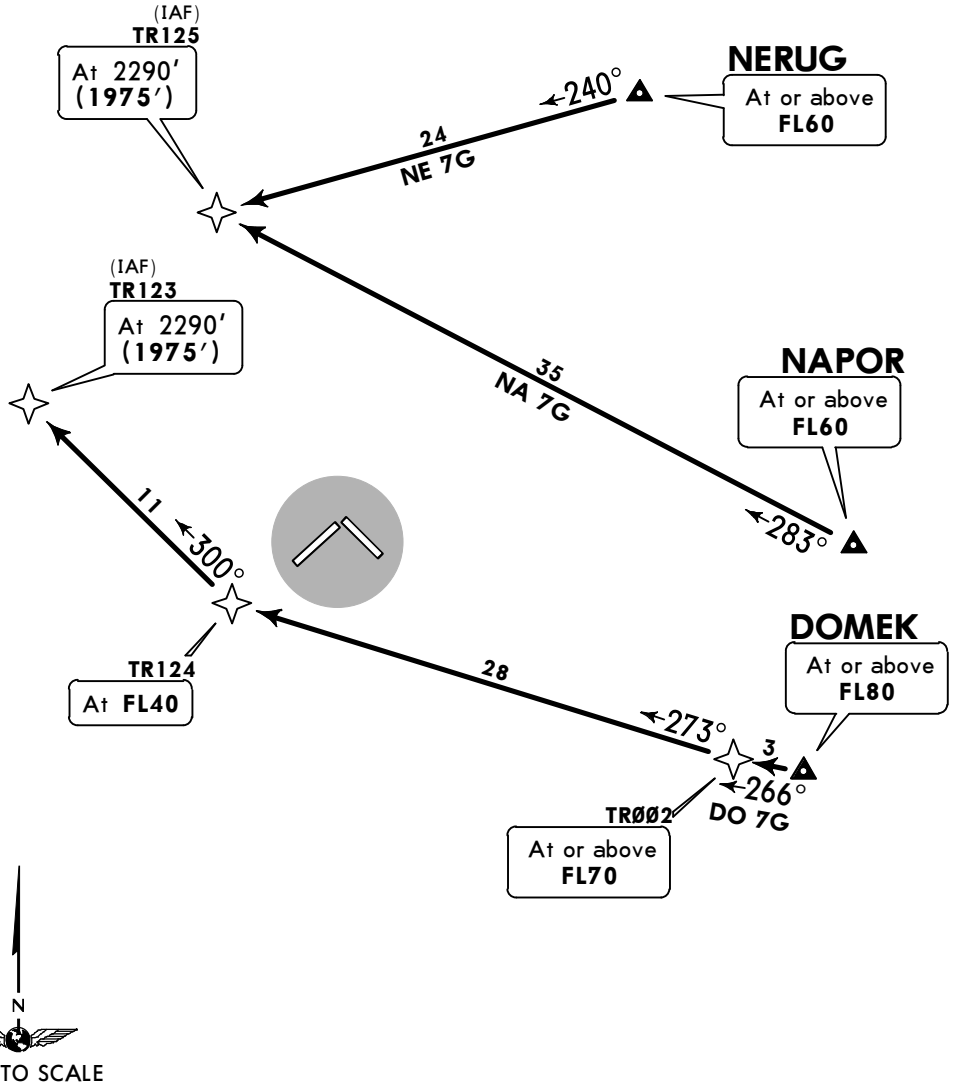
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309. 4. Request clearance for GNSS approach from APP on first contact.



MSA ARP

DOMEK 7G (DO 7G)
NAPOR 7G (NA 7G)
NERUG 7G (NE 7G)
RWY 12 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2365′ - 700m)**
2290′	**(1975′ - 600m)**

STAR	ROUTING
DO 7G	DOMEK (FL80+) - TR002 (FL70+) - TR124 (FL40) - TR123 (2290′).
NA 7G	NAPOR (FL60+) - TR125 (2290′).
NE 7G	NERUG (FL60+) - TR125 (2290′).

CHANGES: MSA.

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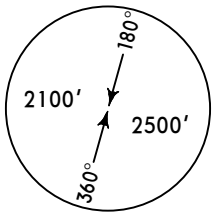
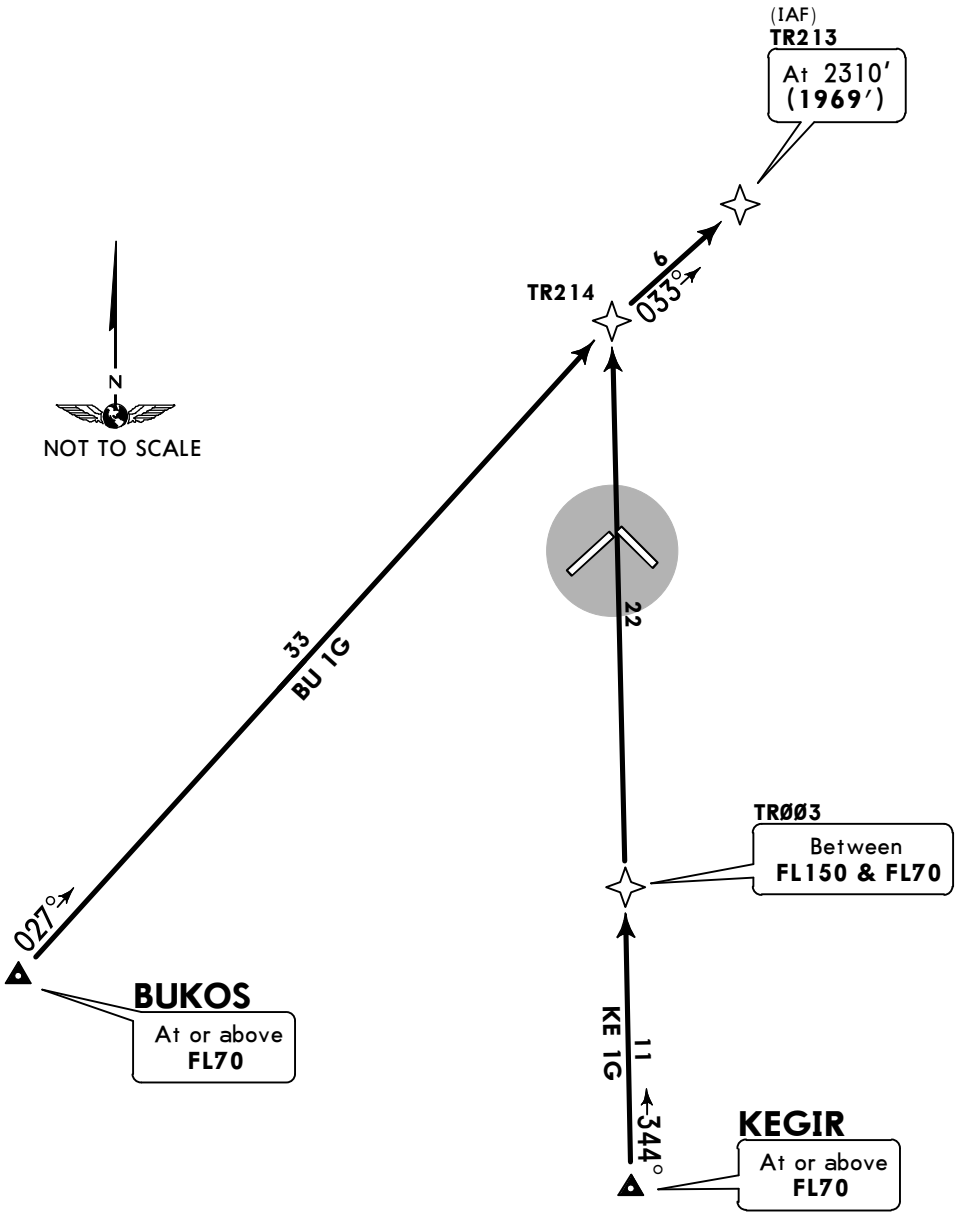
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309. 4. Request clearance for GNSS approach from APP on first contact.



MSA ARP

BUKOS 1G (BU 1G)
KEGIR 1G (KE 1G)
RWY 21 RNAV ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2339′ - 700m)**
2310′	**(1969′ - 600m)**

STAR	ROUTING
BU 1G	BUKOS (FL70+) - TR214 - TR213 (2310′).
KE 1G	KEGIR (FL70+) - TR003 (FL150-; FL70+) - TR214 - TR213 (2310′).

CHANGES: Availability.

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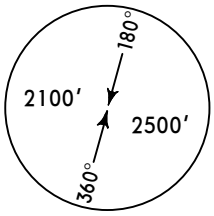
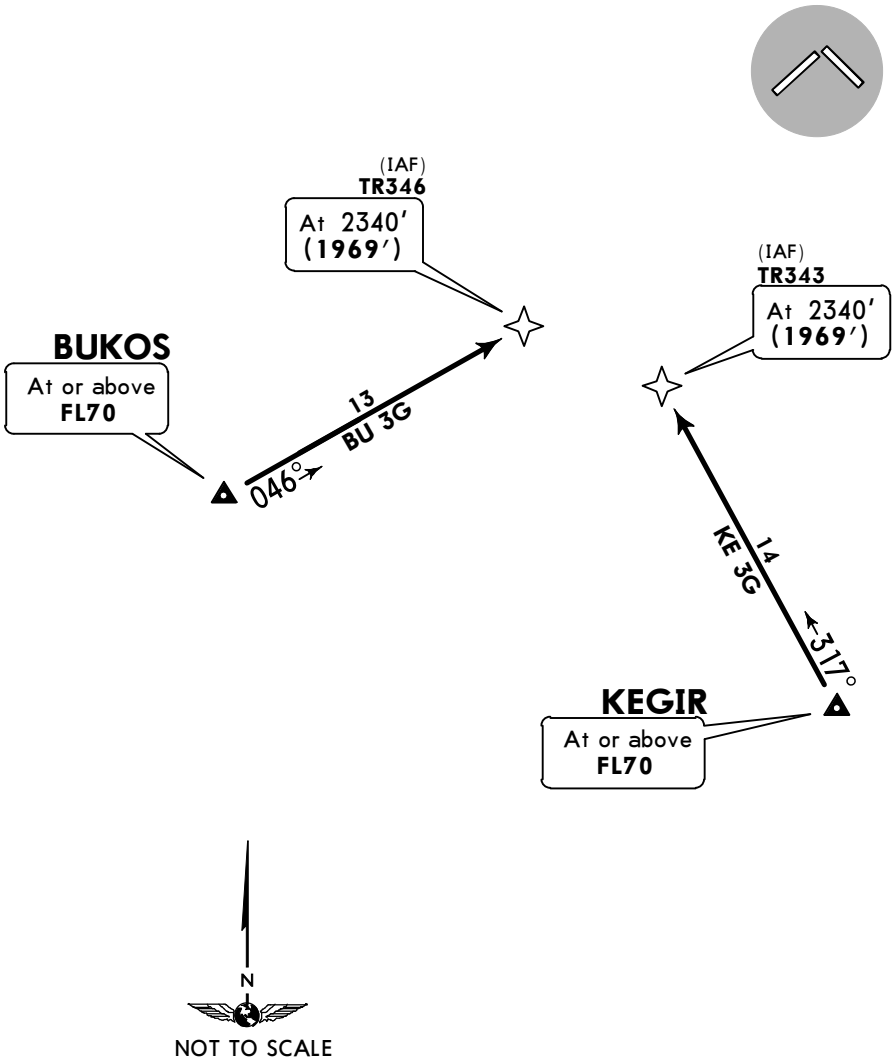
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309. 4. Request clearance for GNSS approach from APP on first contact.



MSA ARP

BUKOS 3G (BU 3G)
KEGIR 3G (KE 3G)
RWY 03 RNAV ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680′	**(2309′ - 700m)**
2340′	**(1969′ - 600m)**

STAR	ROUTING
BU 3G	BUKOS (FL70+) - TR346 (2340′).
KE 3G	KEGIR (FL70+) - TR343 (2340′).

CHANGES: Availability.

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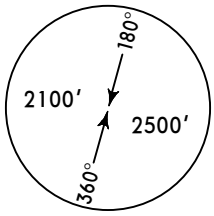
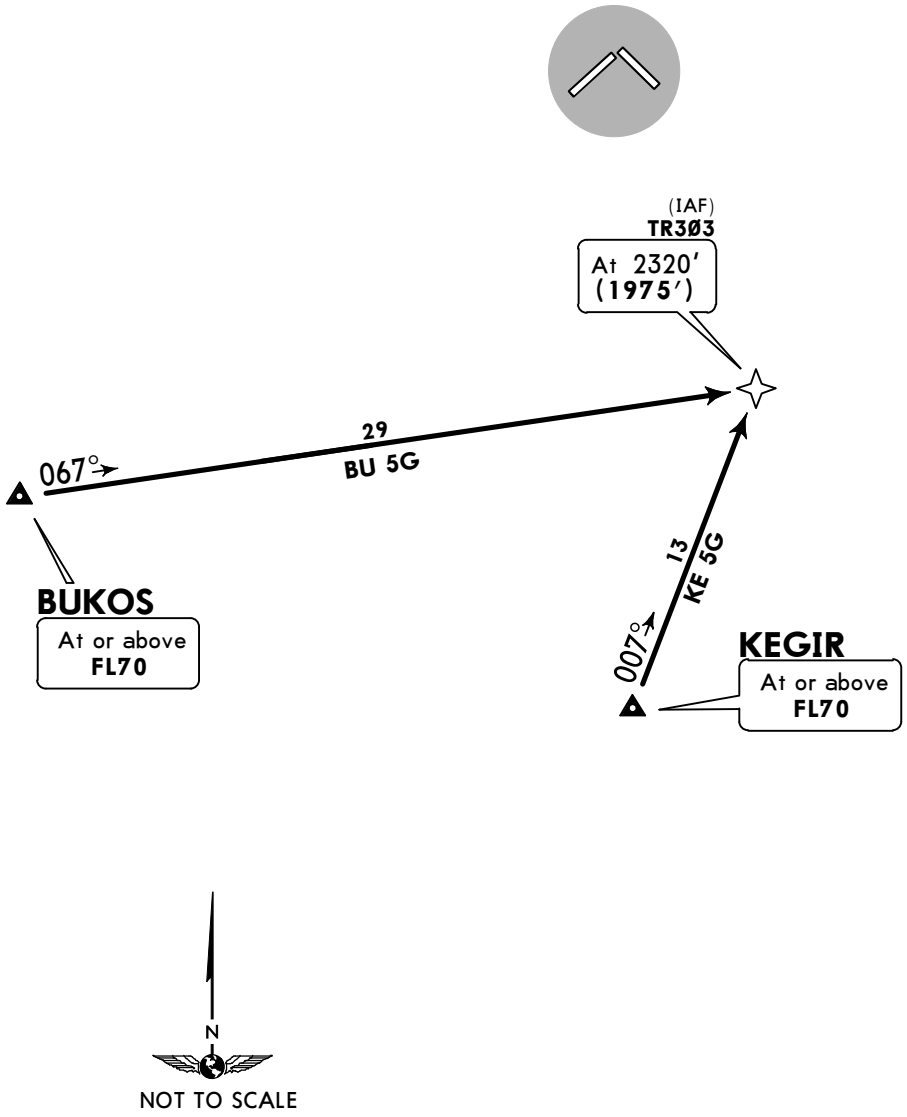
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309.



MSA ARP

BUKOS 5G (BU 5G)
KEGIR 5G (KE 5G)
RWY 30 RNAV ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2335′ - 700m)**
2320′	**(1975′ - 600m)**

STAR	ROUTING
BU 5G	BUKOS (FL70+) - TR303 (2320′).
KE 5G	KEGIR (FL70+) - TR303 (2320′).

CHANGES: Availability.

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ATIS	Apt Elev	
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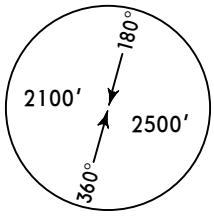
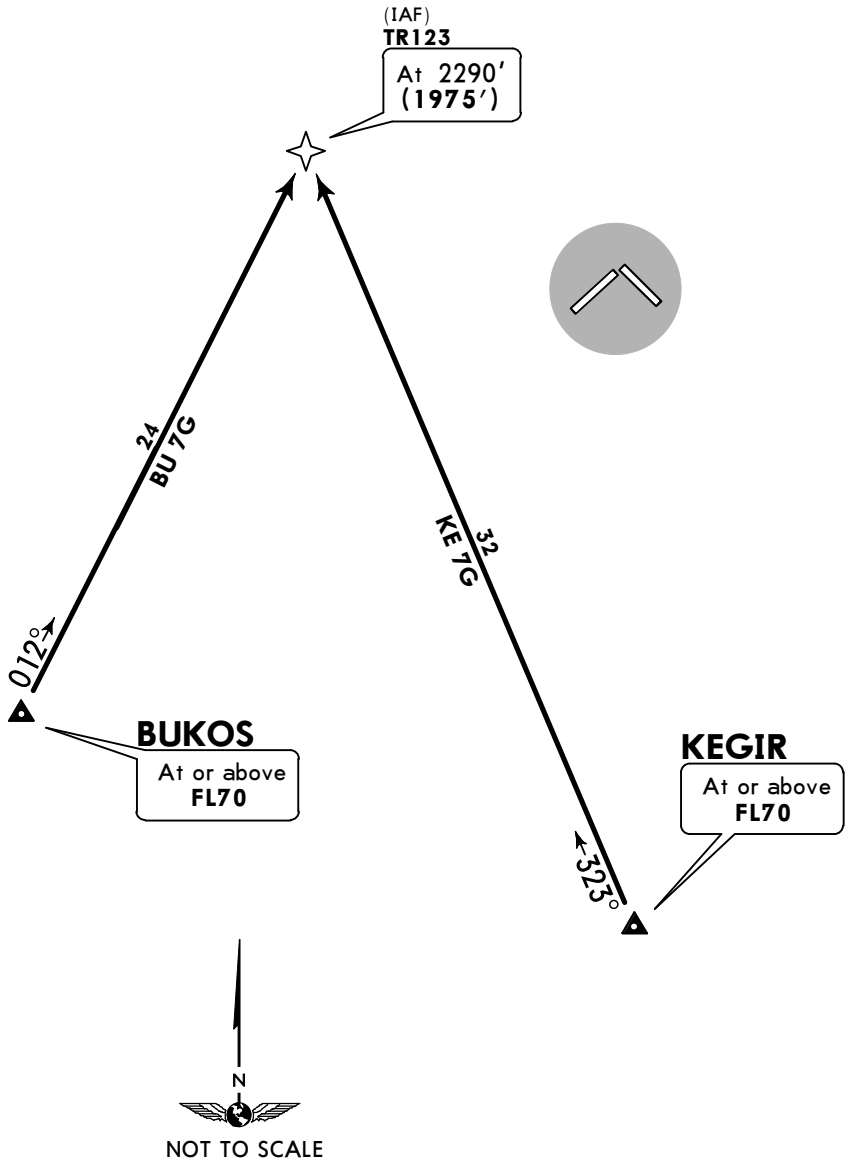


MSA ARP

BUKOS 7G (BU 7G)
KEGIR 7G (KE 7G)
RWY 12 RNAV ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2365′ - 700m)**
2290′	**(1975′ - 600m)**

STAR	ROUTING
BU 7G	BUKOS (FL70+) - TR123 (2290′).
KE 7G	KEGIR (FL70+) - TR123 (2290′).

CHANGES: Availability.

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ATIS	Apt Elev	
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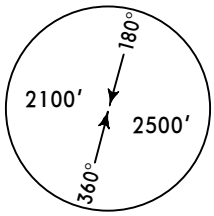
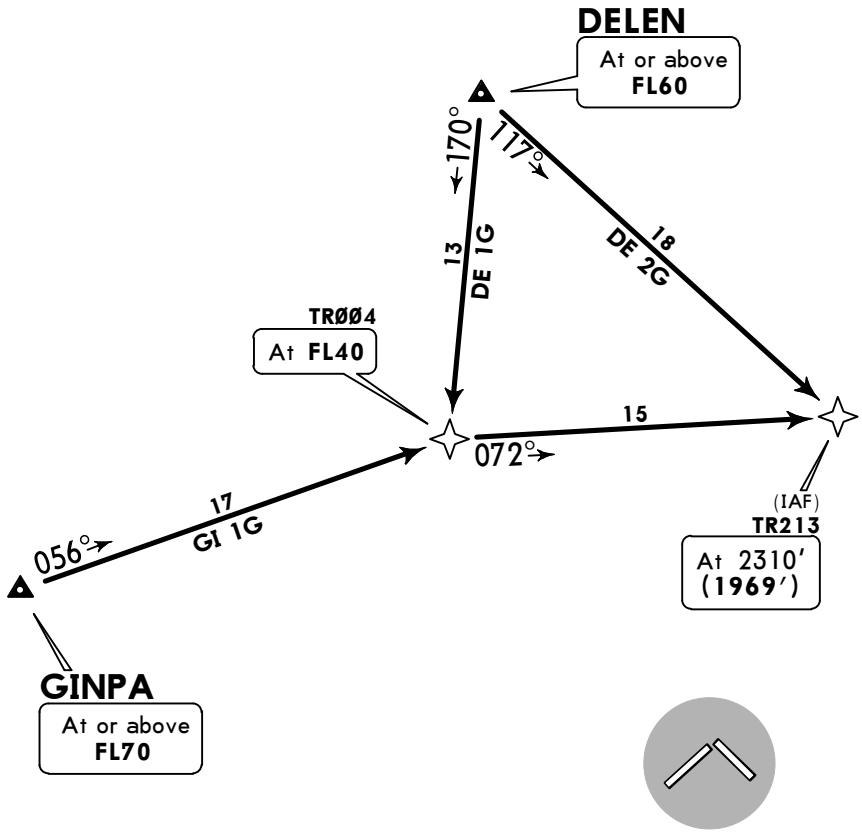


MSA ARP

DELEN 1G (DE 1G), DELEN 2G (DE 2G)
GINPA 1G (GI 1G)
RWY 21 RNAV ARRIVALS



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2339′ - 700m)**
2310′	**(1969′ - 600m)**

STAR	ROUTING
DE 1G	DELEN (FL60+) - TR004 (FL40) - TR213 (2310′).
DE 2G	DELEN (FL60+) - TR213 (2310′).
GI 1G	GINPA (FL70+) - TR004 (FL40) - TR213 (2310′).

CHANGES: MSA.

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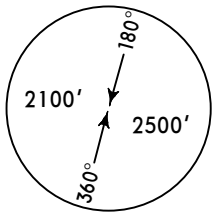
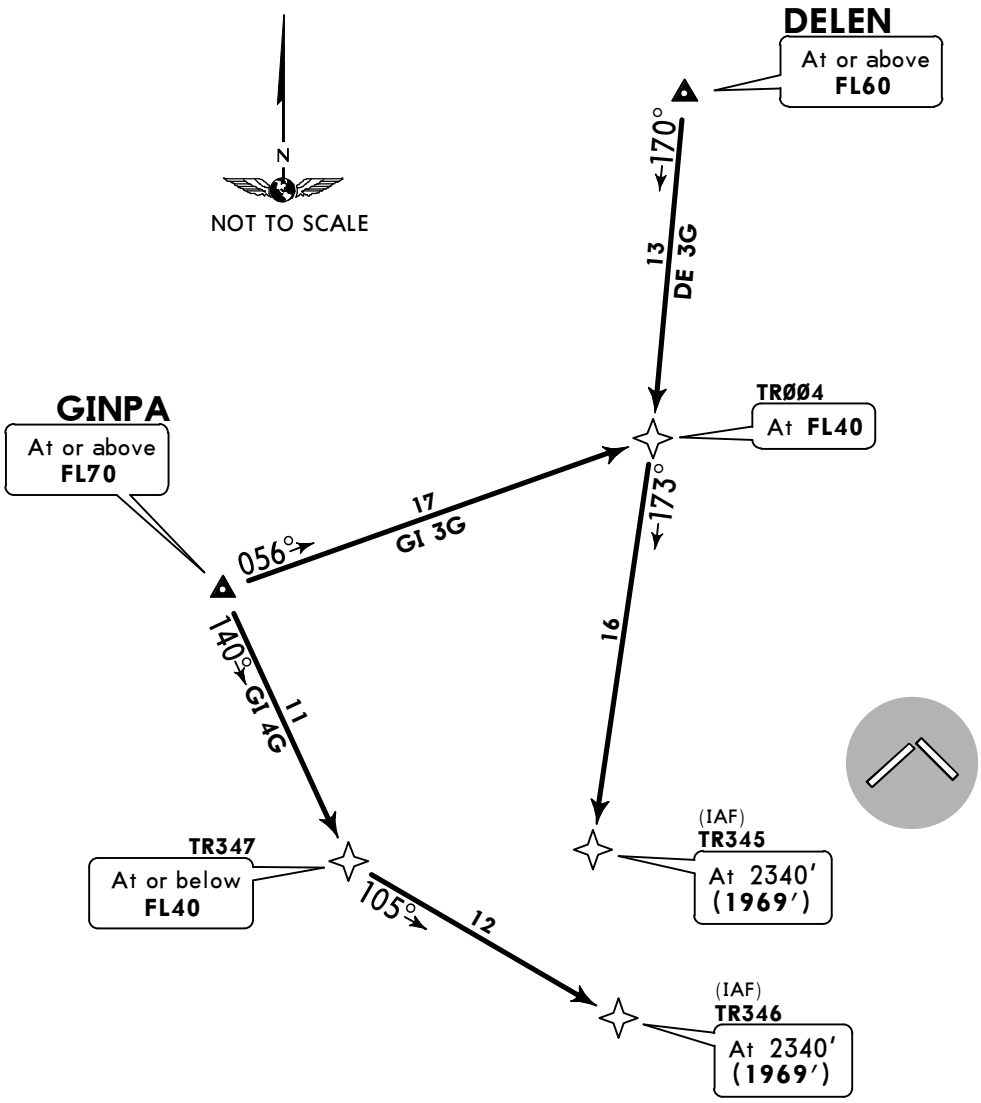
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309. 4. Request clearance for GNSS approach from APP on first contact.



MSA ARP

DELEN 3G (DE 3G)
GINPA 3G (GI 3G), GINPA 4G (GI 4G)
RWY 03 RNAV ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	**(2309′**	**- 700m)**
2340′	**(1969′**	**- 600m)**

STAR	ROUTING
DE 3G	DELEN (FL60+) - TR004 (FL40) - TR345 (2340′).
GI 3G	GINPA (FL70+) - TR004 (FL40) - TR345 (2340′).
GI 4G	GINPA (FL70+) - TR347 (FL40-) - TR346 (2340′).

CHANGES: MSA.

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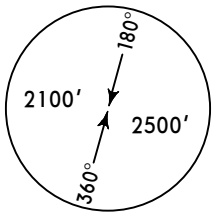
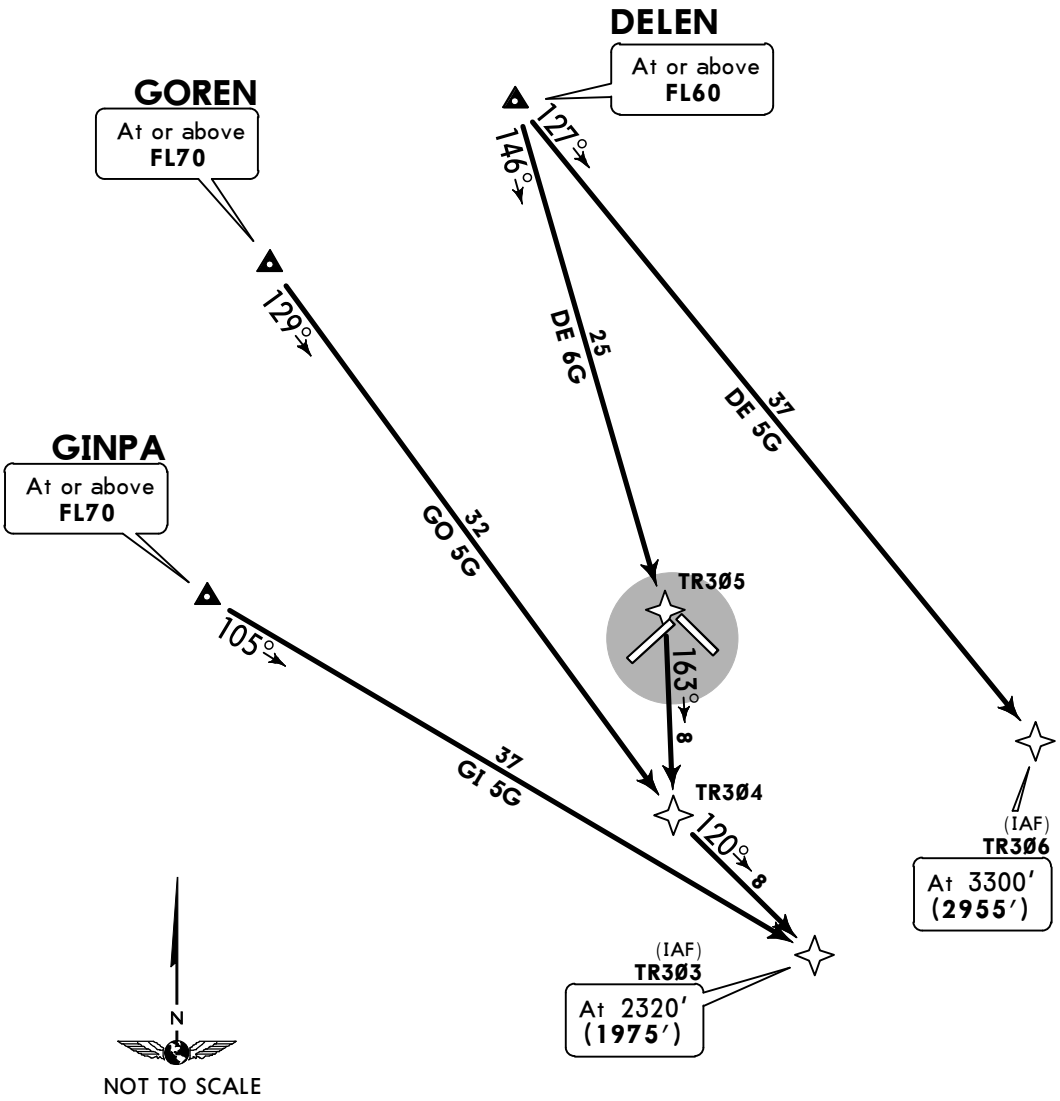
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309.



MSA ARP

DELEN 5G (DE 5G), DELEN 6G (DE 6G)
GINPA 5G (GI 5G)
GOREN 5G (GO 5G)
RWY 30 RNAV ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3300′	**(2955′ - 900m)**
2680′	**(2335′ - 700m)**
2320′	**(1975′ - 600m)**

STAR	ROUTING
DE 5G	DELEN (FL60+) - TR306 (3300′).
DE 6G	DELEN (FL60+) - TR305 - TR304 - TR303 (2320′).
GI 5G	GINPA (FL70+) - TR303 (2320′).
GO 5G By ATC	GOREN (FL70+) - TR304 - TR303 (2320′).

CHANGES: MSA.

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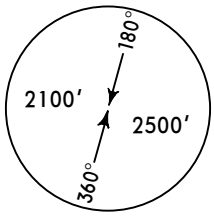
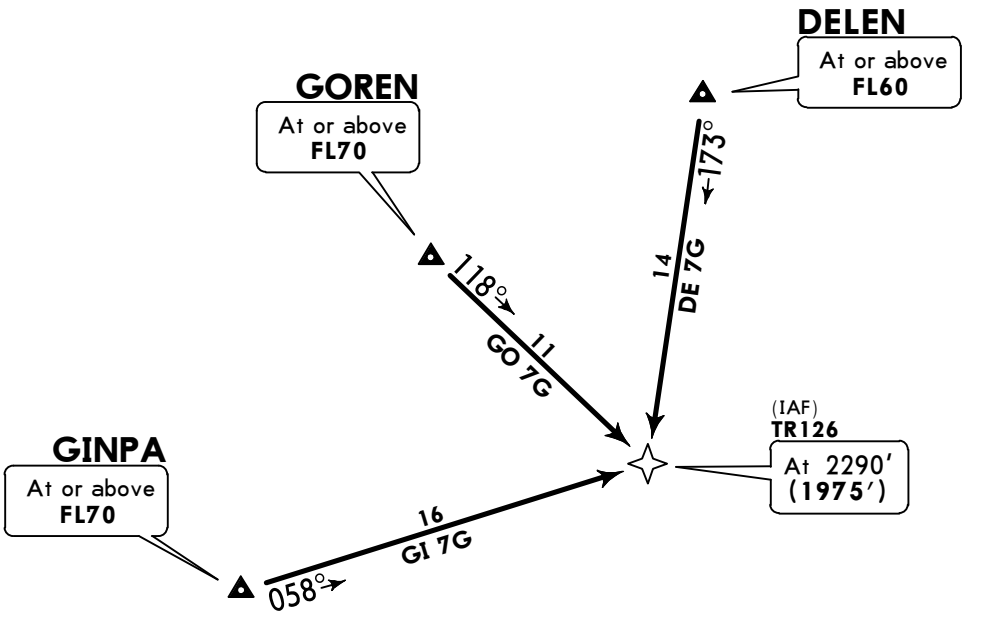
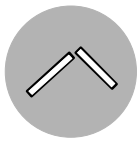
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)** **1. RNAV (GNSS).** **2. GLONASS and/or GPS required.** 3. GBAS USTR channel 22309. 4. Request clearance for GNSS approach from APP on first contact.



MSA ARP

DELEN 7G (DE 7G)
GINPA 7G (GI 7G)
GOREN 7G (GO 7G)
RWY 12 RNAV ARRIVALS





NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2365′ - 700m)**
2290′	**(1975′ - 600m)**

STAR	ROUTING
DE 7G	DELEN (FL60+) - TR126 (2290′).
GI 7G	GINPA (FL70+) - TR126 (2290′).
GO 7G By ATC	GOREN (FL70+) - TR126 (2290′).

CHANGES: MSA.

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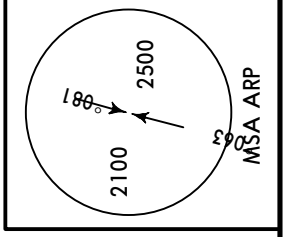
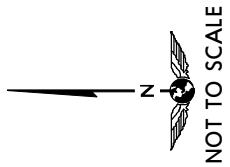
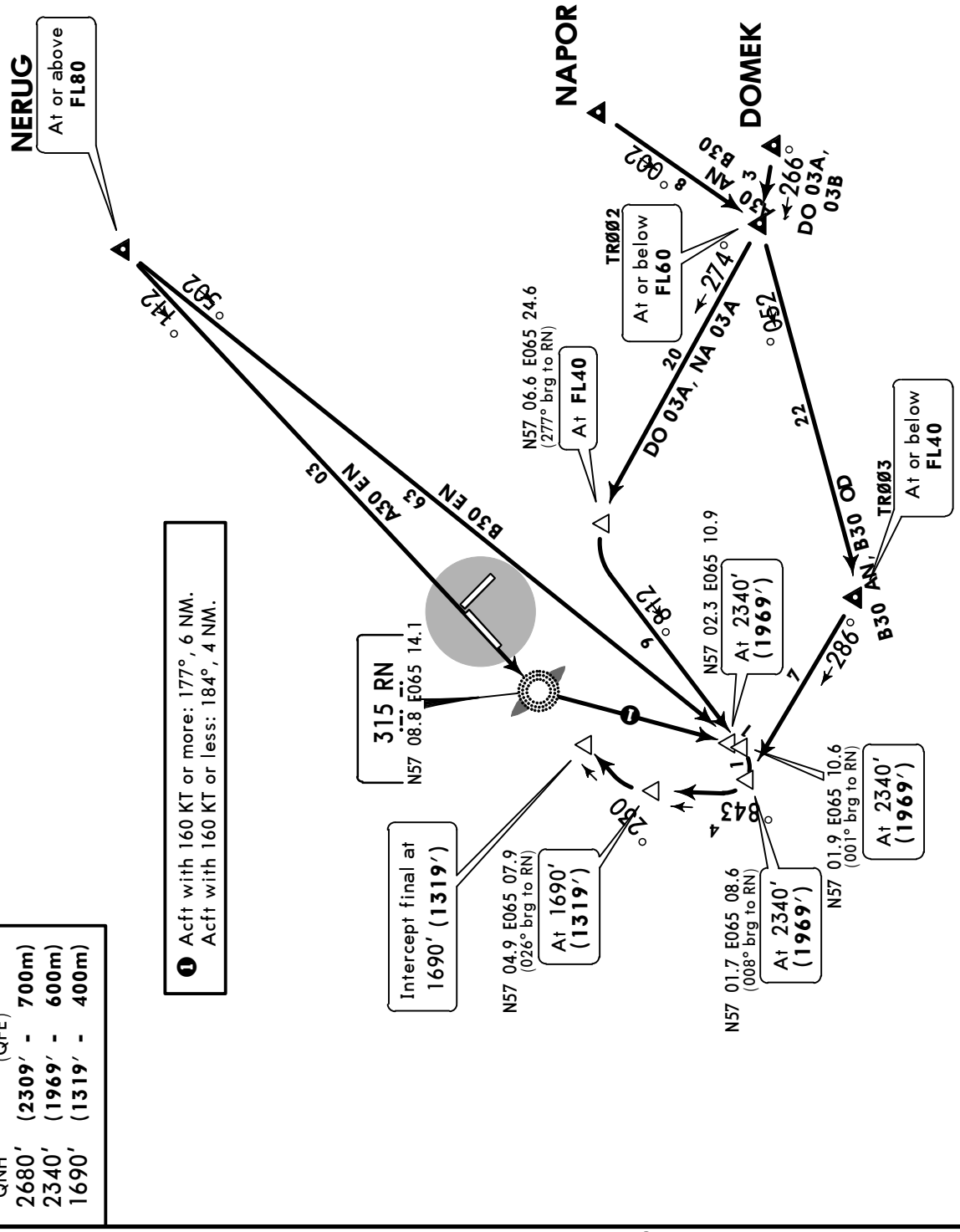
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)**

DOMEK 03A (DO 03A), DOMEK 03B (DO 03B)
NAPOR 03A (NA 03A), NAPOR 03B (NA 03B)
NERUG 03A (NE 03A), NERUG 03B (NE 03B)
RWY 03 ARRIVALS







CHANGES: NE 03C withdrawn; final revised.

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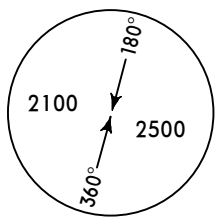
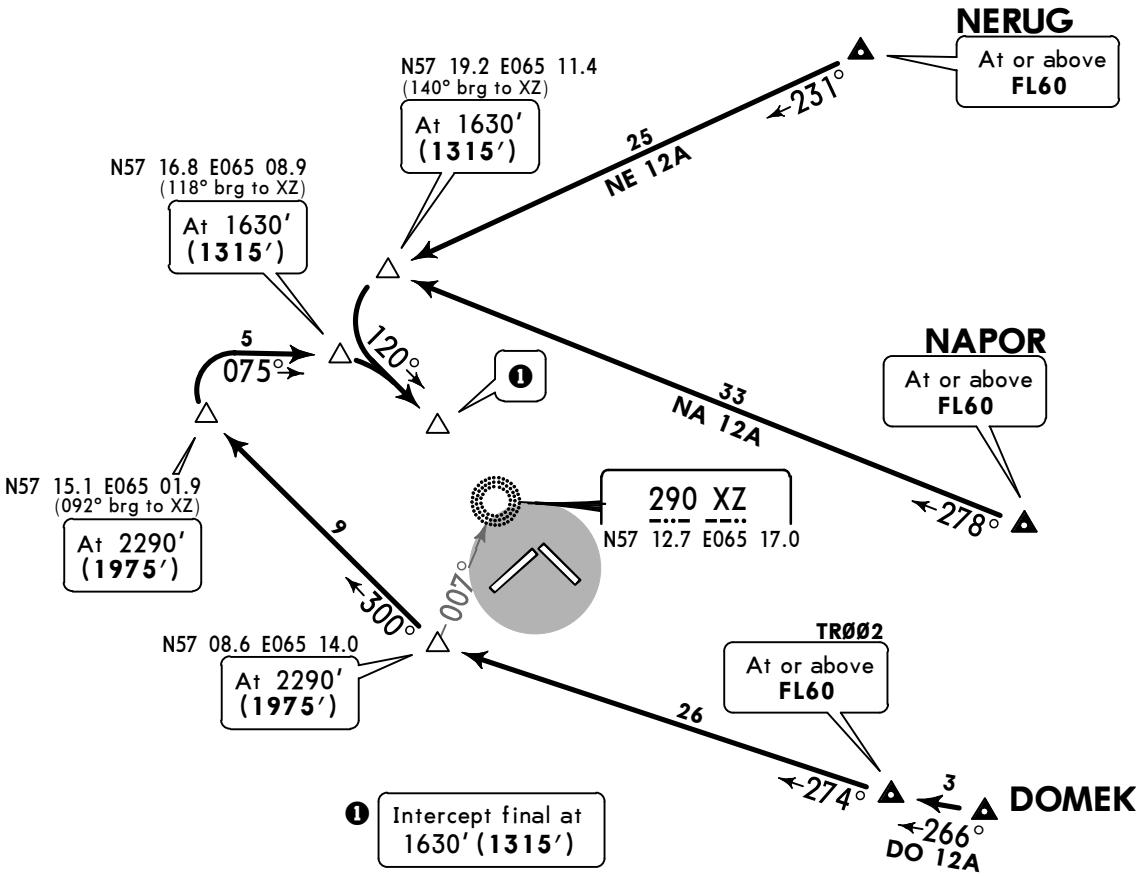
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)**



MSA ARP

DOMEK 12A (DO 12A)
NAPOR 12A (NA 12A)
NERUG 12A (NE 12A)
RWY 12 ARRIVALS



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)	
2680′	**(2365′ -**	**700m)**
2290′	**(1975′ -**	**600m)**
1630′	**(1315′ -**	**400m)**

CHANGES: Final revised.

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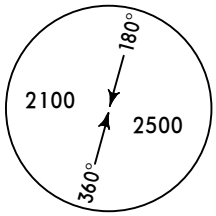
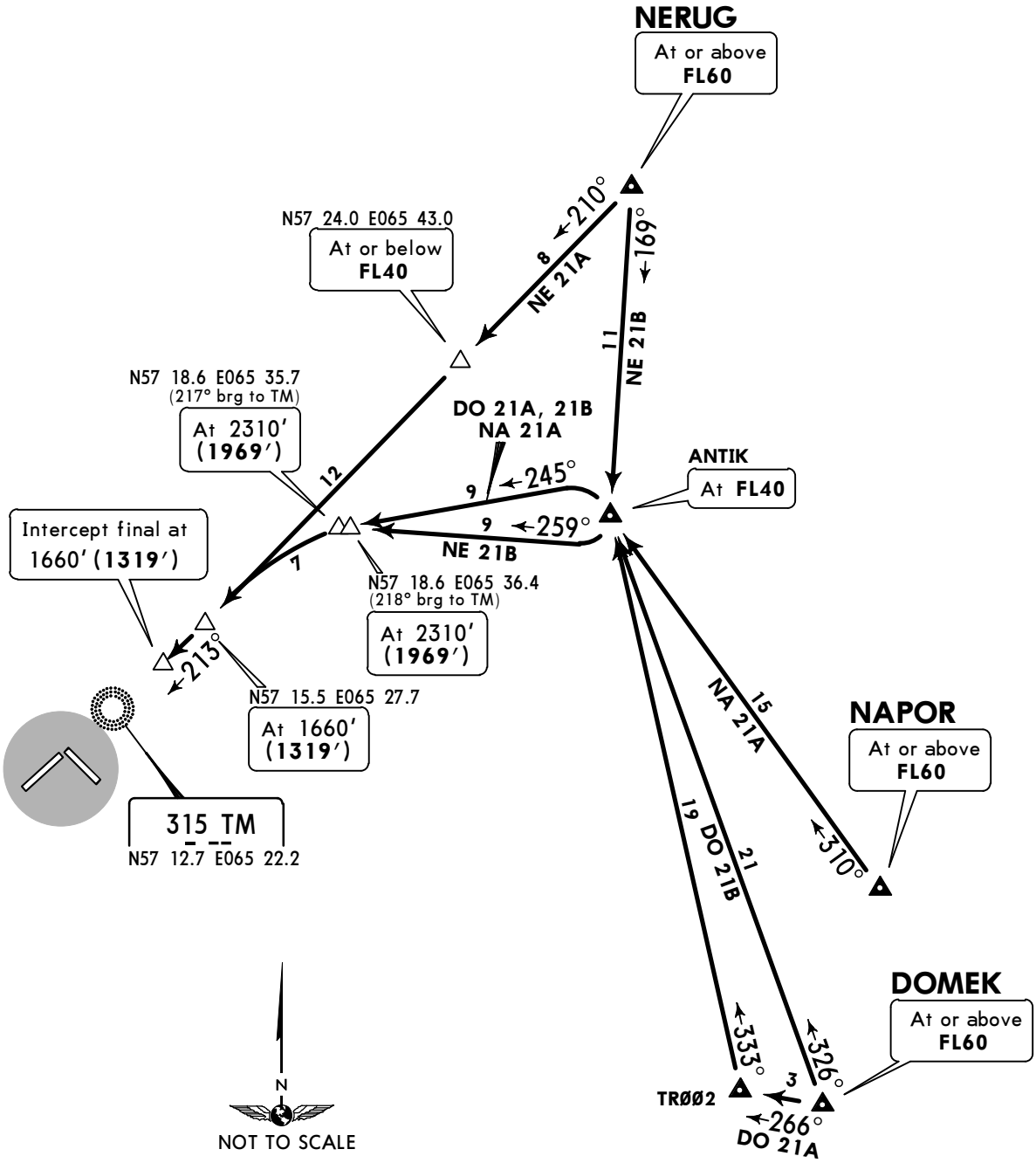
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2339′)



DOMEK 21A (DO 21A), DOMEK 21B (DO 21B)
NAPOR 21A (NA 21A)
NERUG 21A (NE 21A), NERUG 21B (NE 21B)
RWY 21 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2680′	(2339′ -	700m)
2310′	(1969′ -	600m)
1660′	(1319′ -	400m)

CHANGES: Final revised.

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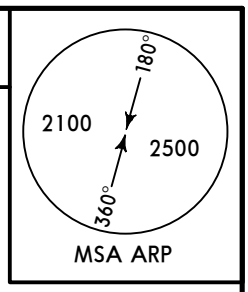
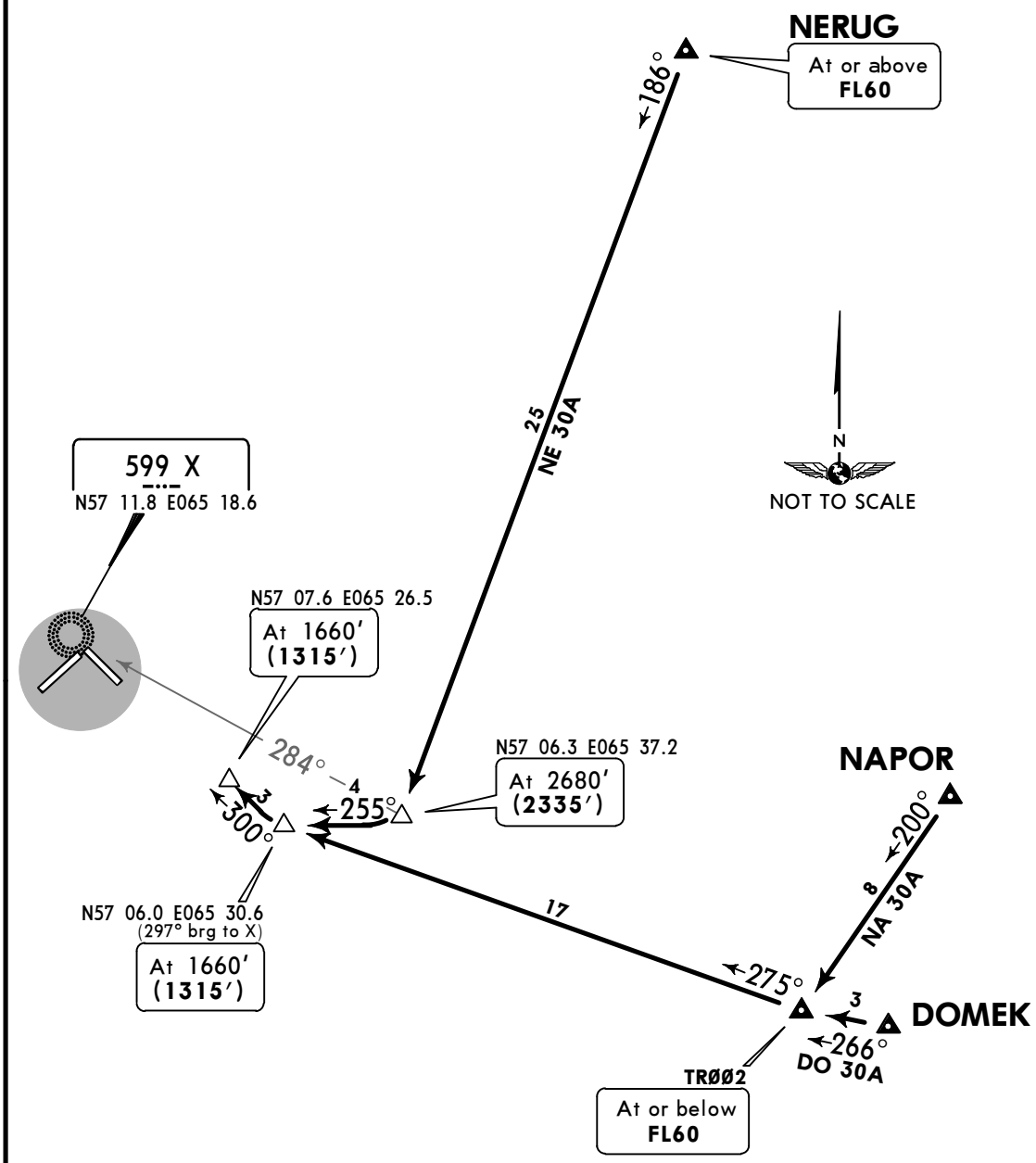
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)**



DOMEK 30A (DO 30A)
NAPOR 30A (NA 30A)
NERUG 30A (NE 30A)
RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2680′	**(2335′ -**	**700m)**
1660′	**(1315′ -**	**400m)**

CHANGES: None.

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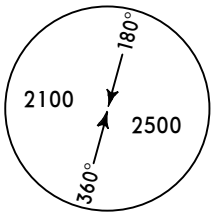
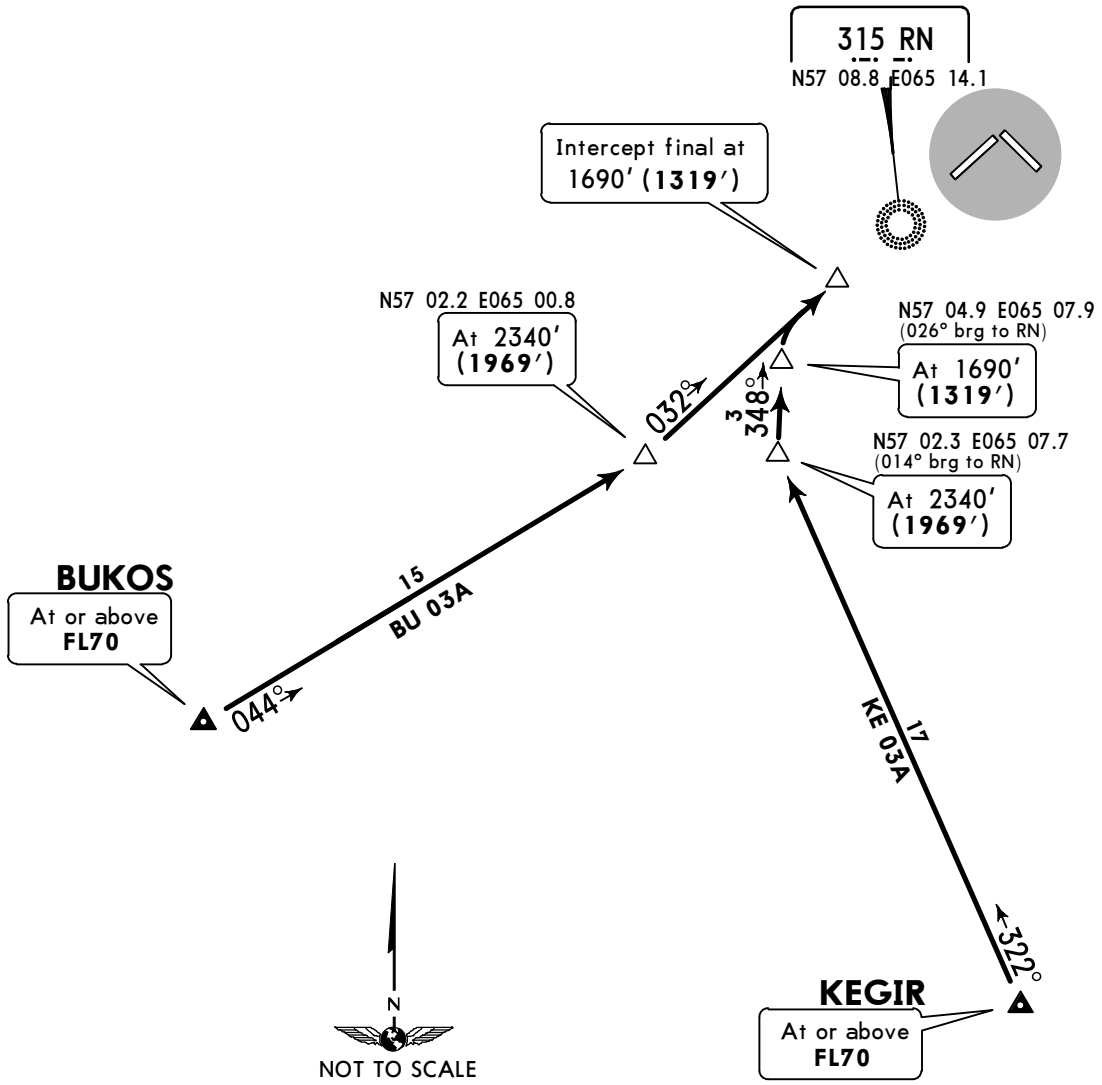
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)**



MSA ARP

BUKOS 03A (BU 03A)
KEGIR 03A (KE 03A)
RWY 03 ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	**(2309′**	**- 700m)**
2340′	**(1969′**	**- 600m)**
1690′	**(1319′**	**- 400m)**

CHANGES: Final revised; availability BU 03A.

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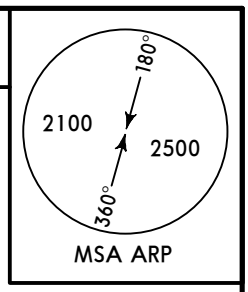
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)**



BUKOS 12A (BU 12A)
KEGIR 12A (KE 12A)
RWY 12 ARRIVALS
BY ATC

N57 16.8 E065 08.9
(118° brg to XZ)
At 1630′
(1315′)

N57 16.3 E065 01.6
(098° brg to XZ)
At 2290′
(1975′)

Intercept final at
1630′**(1315′)**

N57 15.6 E065 01.4
At 2290′
(1975′)

4
075°
120°
094°

290 XZ
N57 12.7 E065 17.0

25
BU 12A

31
KE 12A

BUKOS
At or above
FL70

016°

N
NOT TO SCALE

326°

KEGIR
At or above
FL70

ALT/HEIGHT CONVERSION

QNH	(QFE)	
2680′	**(2365′ -**	**700m)**
2290′	**(1975′ -**	**600m)**
1630′	**(1315′ -**	**400m)**

CHANGES: Final revised; availability BU 12A.

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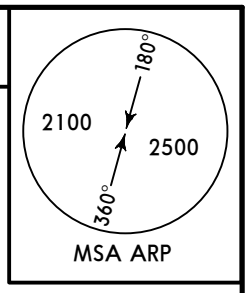
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)**



BUKOS 21A (BU 21A)
KEGIR 21A (KE 21A)
RWY 21 ARRIVALS
BY ATC

❷ ACFT with 160 KT or more: 360°, 6 NM.
ACFT with 160 KT or less: 016°, 4 NM.

N57 19.0 E065 25.2
At 2310′
(1969′)

N57 16.5 E065 28.6
(208° brg to TM)
At 1660′
(1319′)

6
168°
213°
Intercept final at
1660′ **(1319′)**

315 TM
N57 12.7 E065 22.2

30
BU 21A
038°

15
350°

TRØØ3
At or above
FL70

BUKOS
At or above
FL70

N
NOT TO SCALE

KE 21A
11
344°

KEGIR

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	**(2339′**	**- 700m)**
2310′	**(1969′**	**- 600m)**
1660′	**(1319′**	**- 400m)**

CHANGES: Final revised; BU 21A availability.

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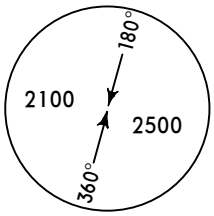
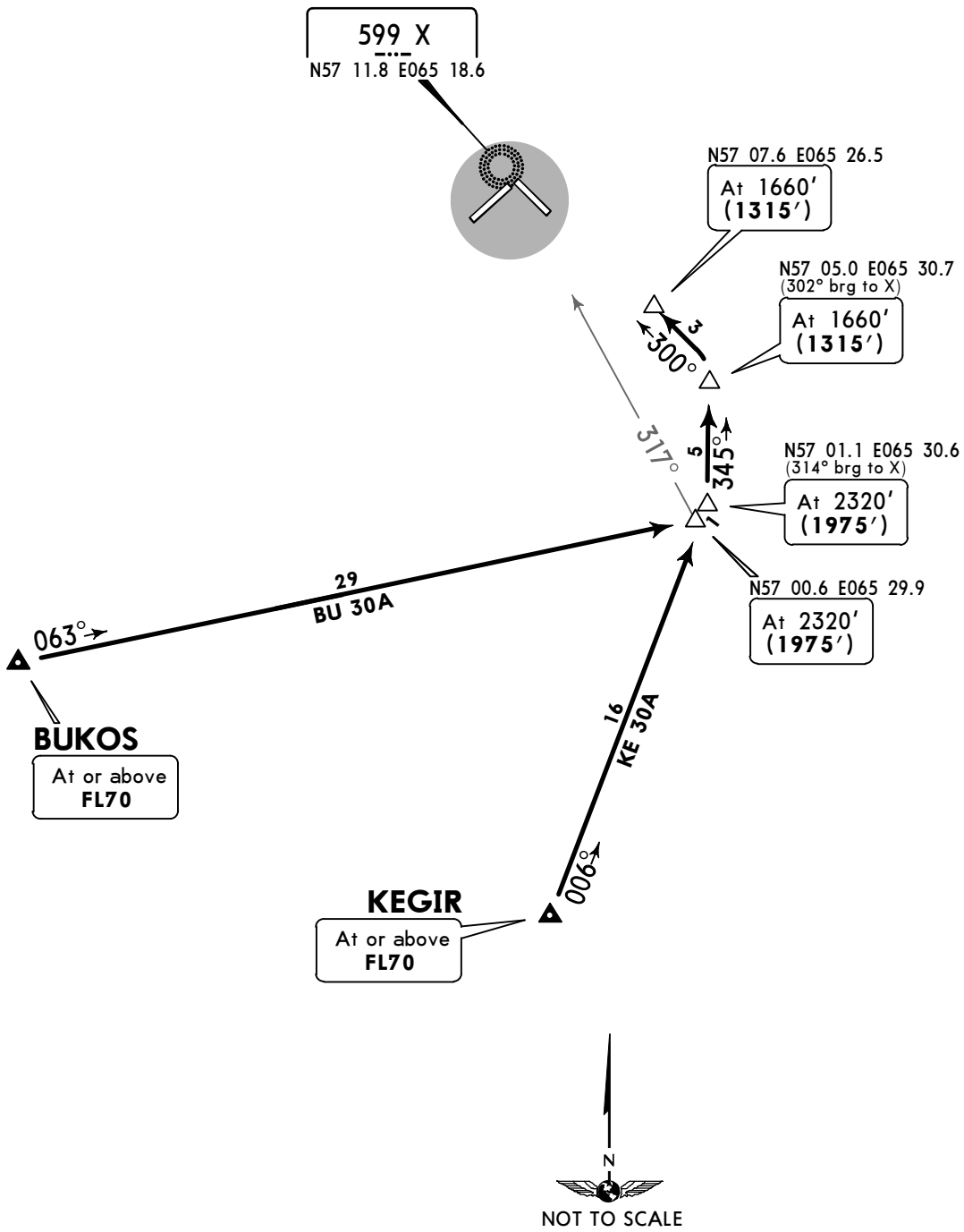
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)**



MSA ARP

BUKOS 30A (BU 30A)
KEGIR 30A (KE 30A)
RWY 30 ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2680′	**(2335′**	**- 700m)**
2320′	**(1975′**	**- 600m)**
1660′	**(1315′**	**- 400m)**

CHANGES: Availability BU 30A.

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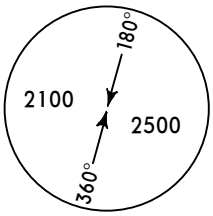
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)**

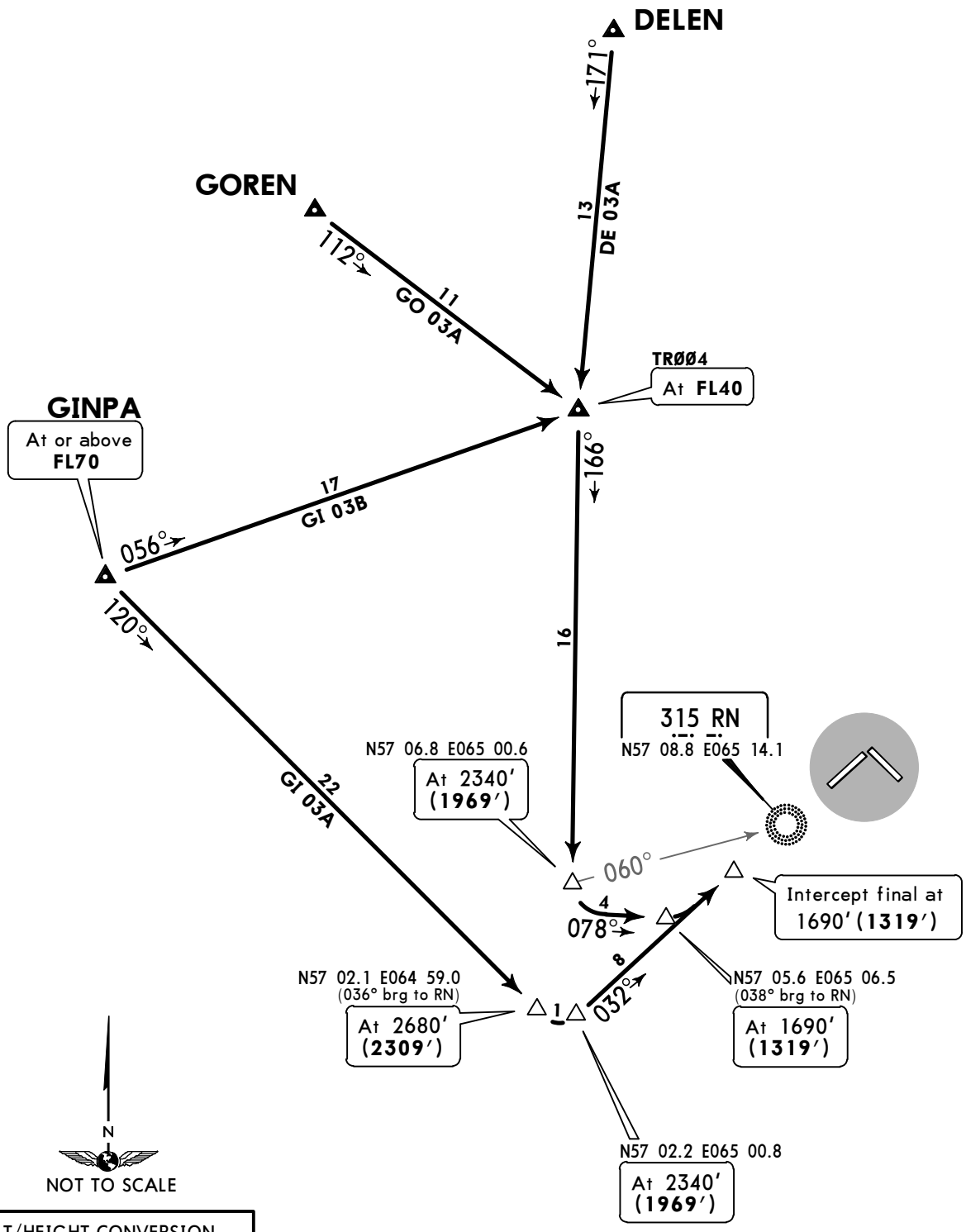


MSA ARP

GINPA 03A (GI 03A)

DELEN 03A (DE 03A)
GINPA 03B (GI 03B)
GOREN 03A (GO 03A)
BY ATC

RWY 03 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2680′	**(2309′ -**	**700m)**
2340′	**(1969′ -**	**600m)**
1690′	**(1319′ -**	**400m)**

CHANGES: Final revised.

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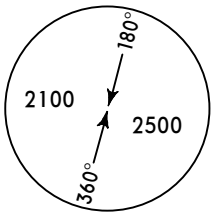
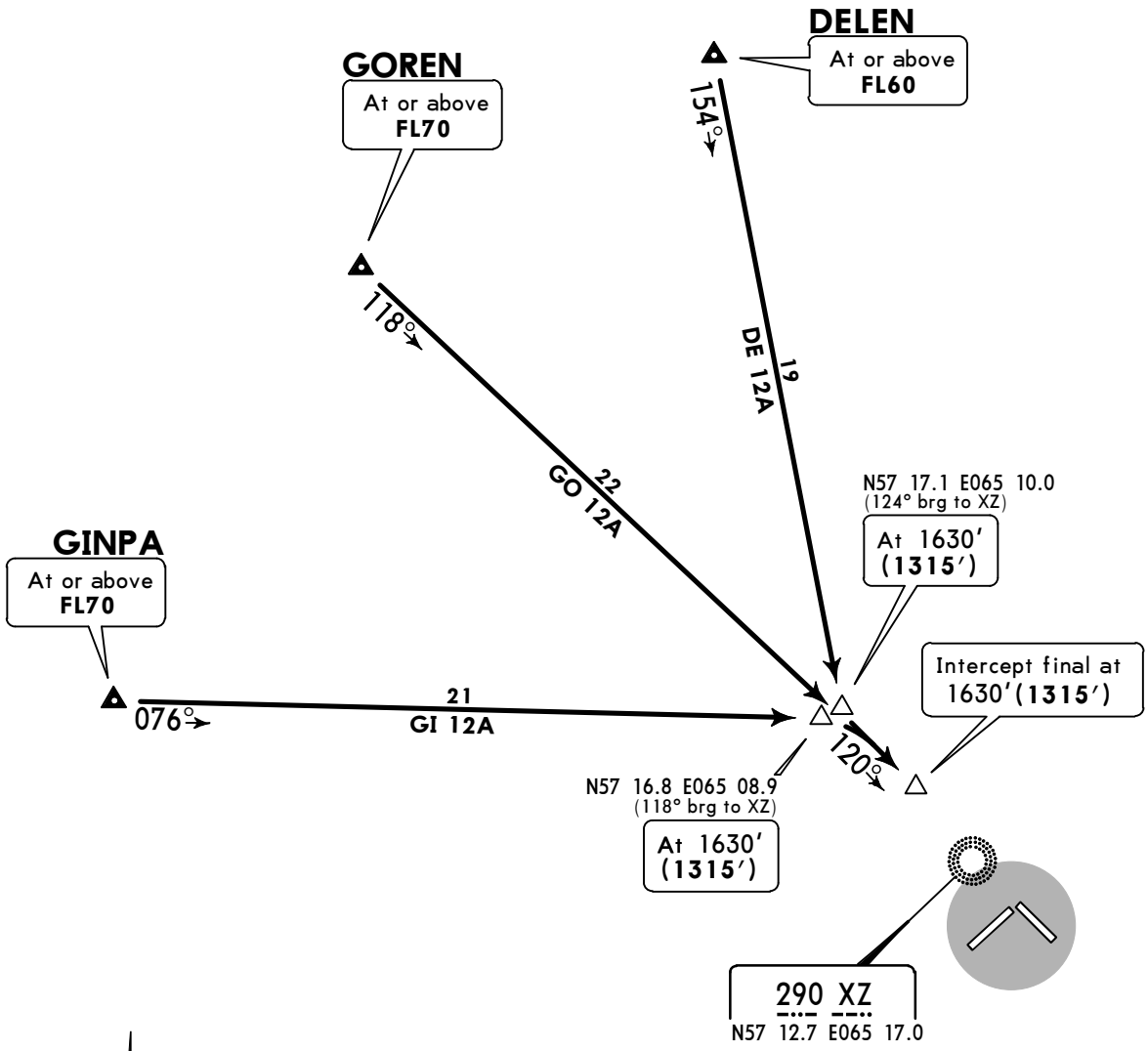
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)**



MSA ARP

DELEN 12A (DE 12A)
GINPA 12A (GI 12A)
GOREN 12A (GO 12A)
BY ATC
RWY 12 ARRIVALS



NOT TO SCALE

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	**(2365′**	**- 700m)**
1630′	**(1315′**	**- 400m)**

CHANGES: Final revised.

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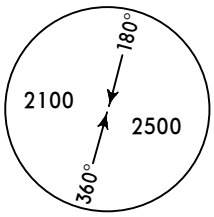
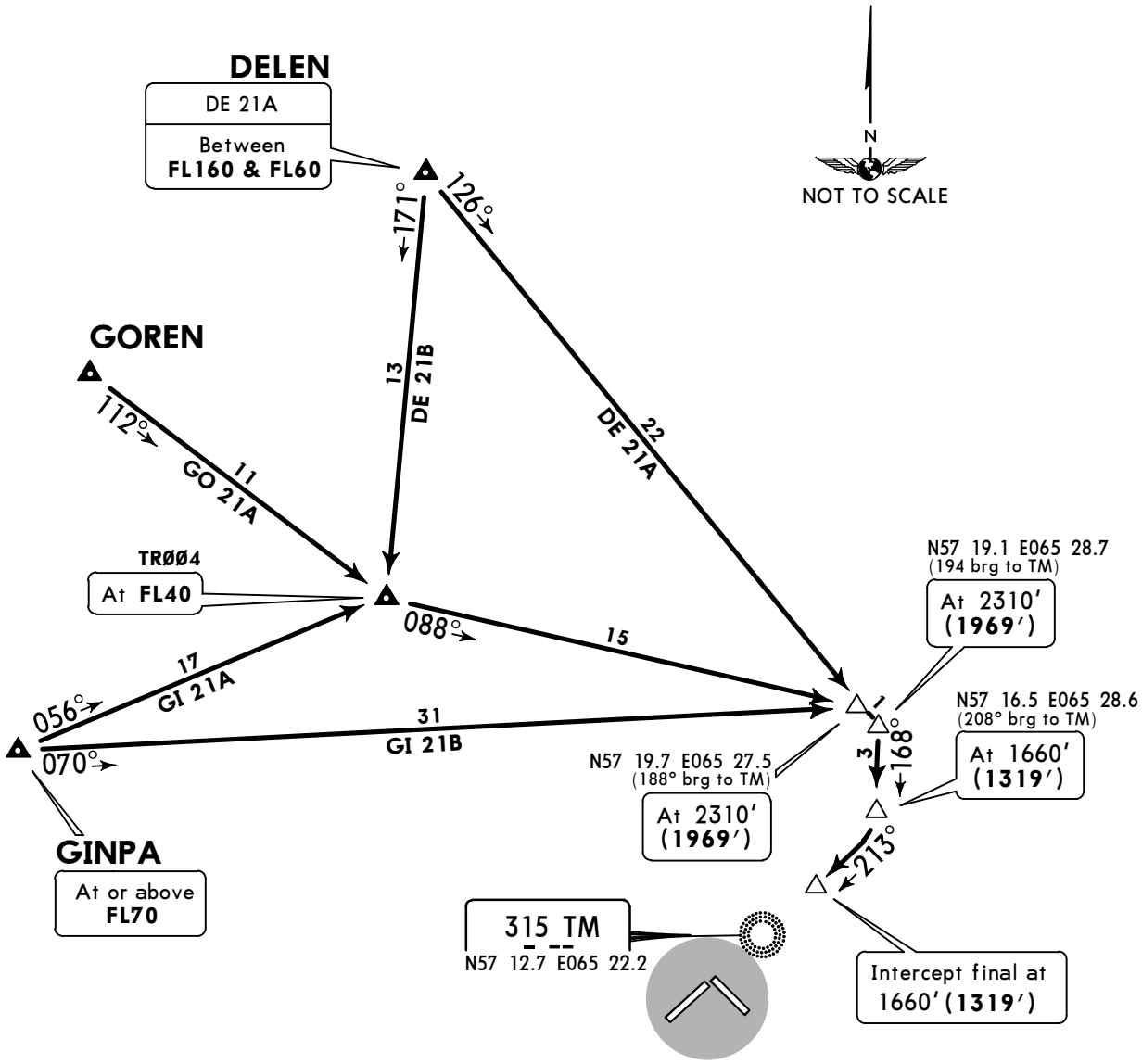
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)**



DELEN 21A (DE 21A)

DELEN 21B (DE 21B)
GINPA 21A (GI 21A)
GINPA 21B (GI 21B)
GOREN 21A (GO 21A)
BY ATC

RWY 21 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2680′	**(2339′**	**- 700m)**
2310′	**(1969′**	**- 600m)**
1660′	**(1319′**	**- 400m)**

CHANGES: Final revised.

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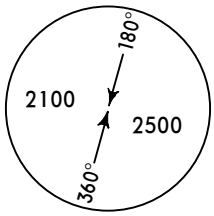
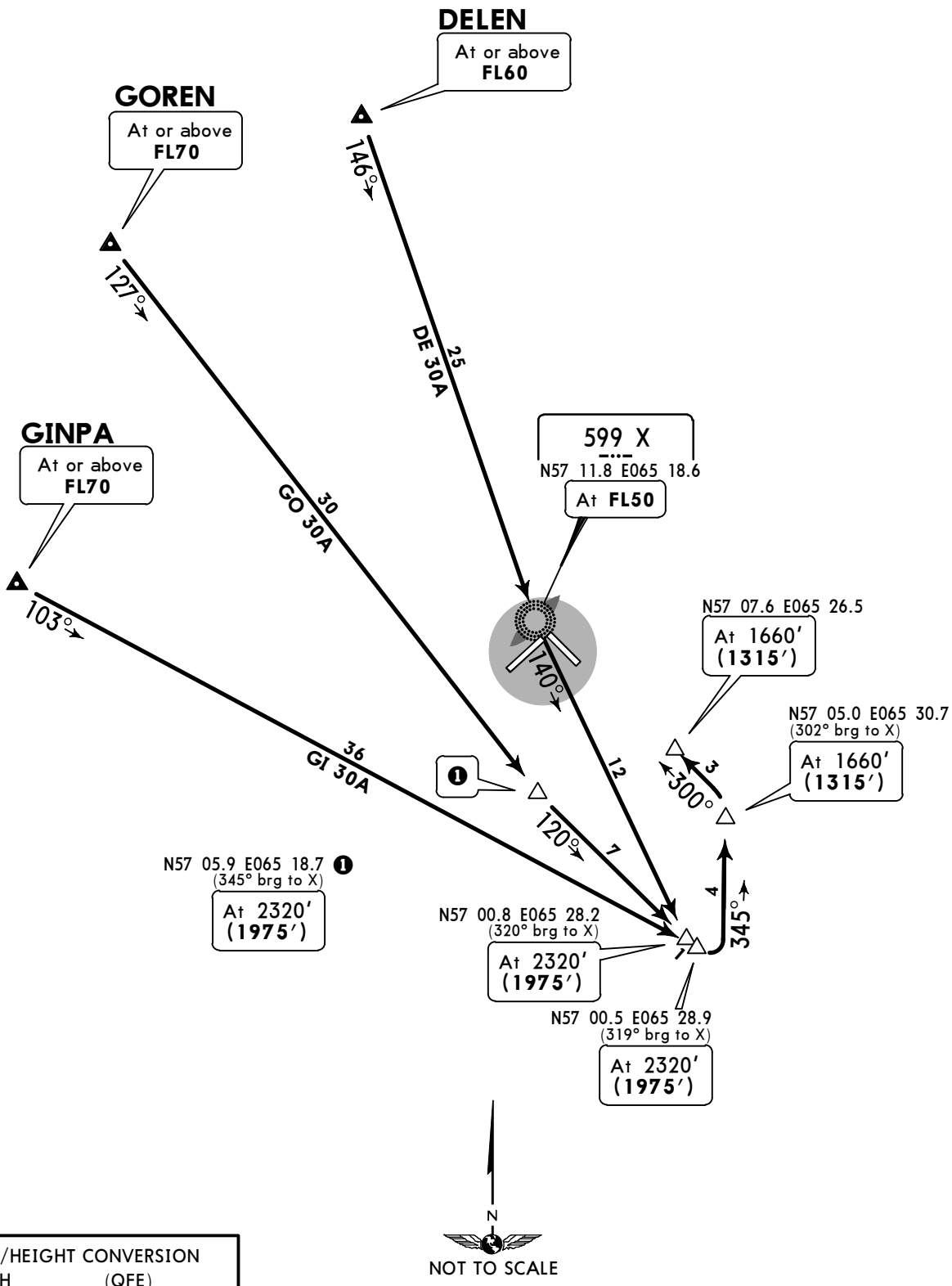
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)**



MSA ARP

DELEN 30A (DE 30A)
GINPA 30A (GI 30A)
GOREN 30A (GO 30A)
BY ATC

RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2680′	**(2335′**	**- 700m)**
2320′	**(1975′**	**- 600m)**
1660′	**(1315′**	**- 400m)**

CHANGES: None.

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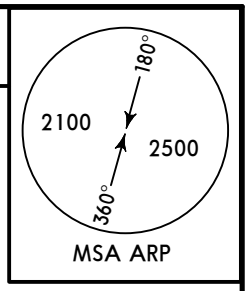
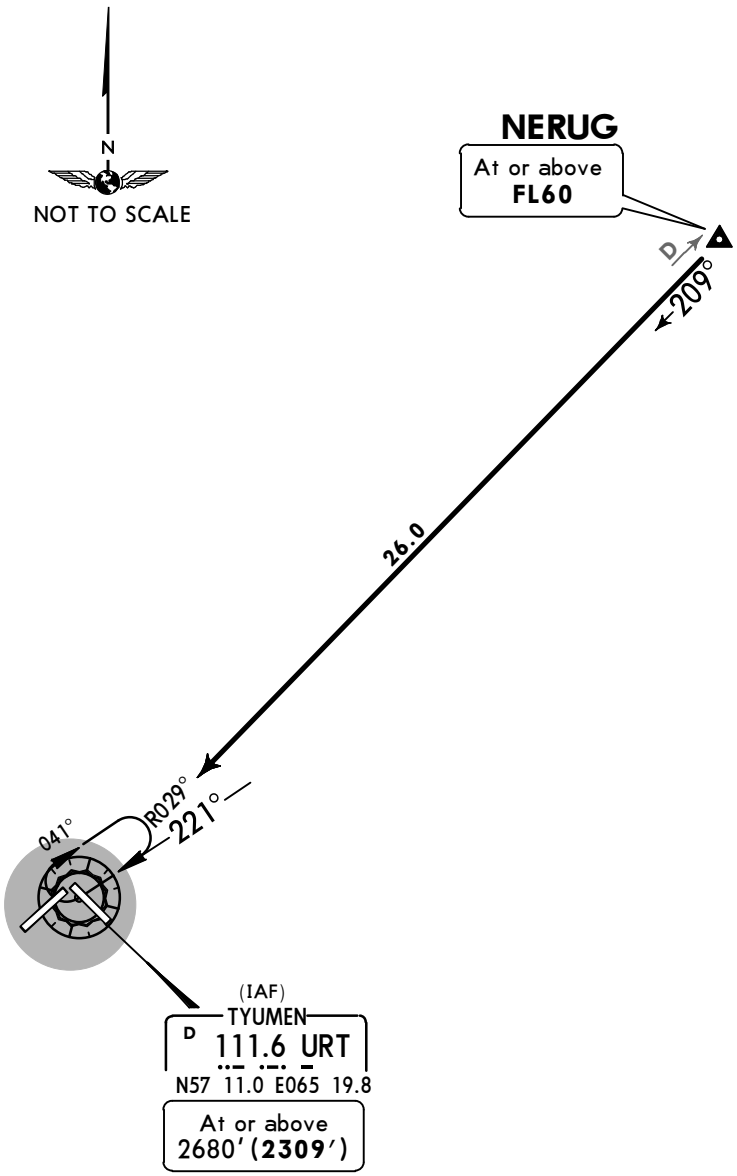
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)**



NERUG 9 [NERUG9]
RWY 03 ARRIVAL



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2309′ - 700m)**

ROUTING

Intercept URT R-029 inbound to URT VOR.

CHANGES: New chart (new procedure at this airport).

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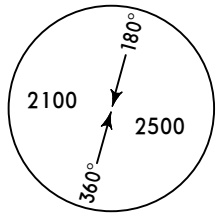
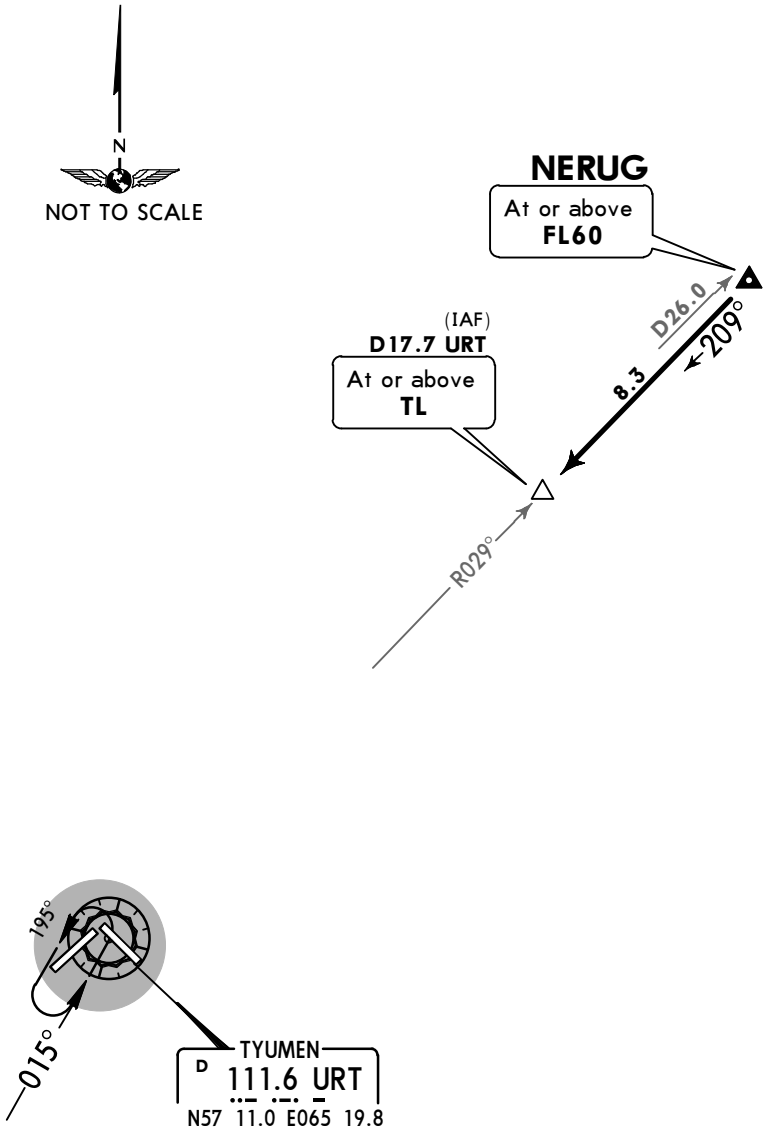
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	377′	Trans level: FL40 Trans alt: 2680′ (2339′)



NERUG 11 [NERU11]
RWY 21 ARRIVAL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680′	(2339′ - 700m)

ROUTING

Intercept URT R-029 inbound to D17.7 URT.

CHANGES: New chart (new procedure at this airport).

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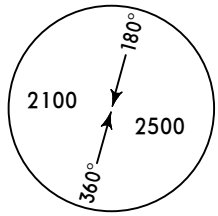
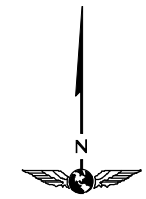
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)**



MSA ARP

NERUG 13 [NERU13]
RWY 12 ARRIVAL



NOT TO SCALE

NERUG
At or above
FL60

D26.0
209°

13.7

(IAF)
D12.3 URT
At or above
FL60

R029°

TYUMEN
D 111.6 URT
N57 11.0 E065 19.8

124°
304°

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680′	**(2365′ - 700m)**

ROUTING

Intercept URT R-029 inbound to D12.3 URT.

CHANGES: New procedure at this airport; STARs tranferred.

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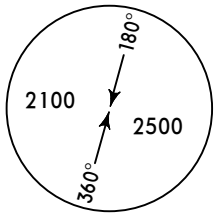
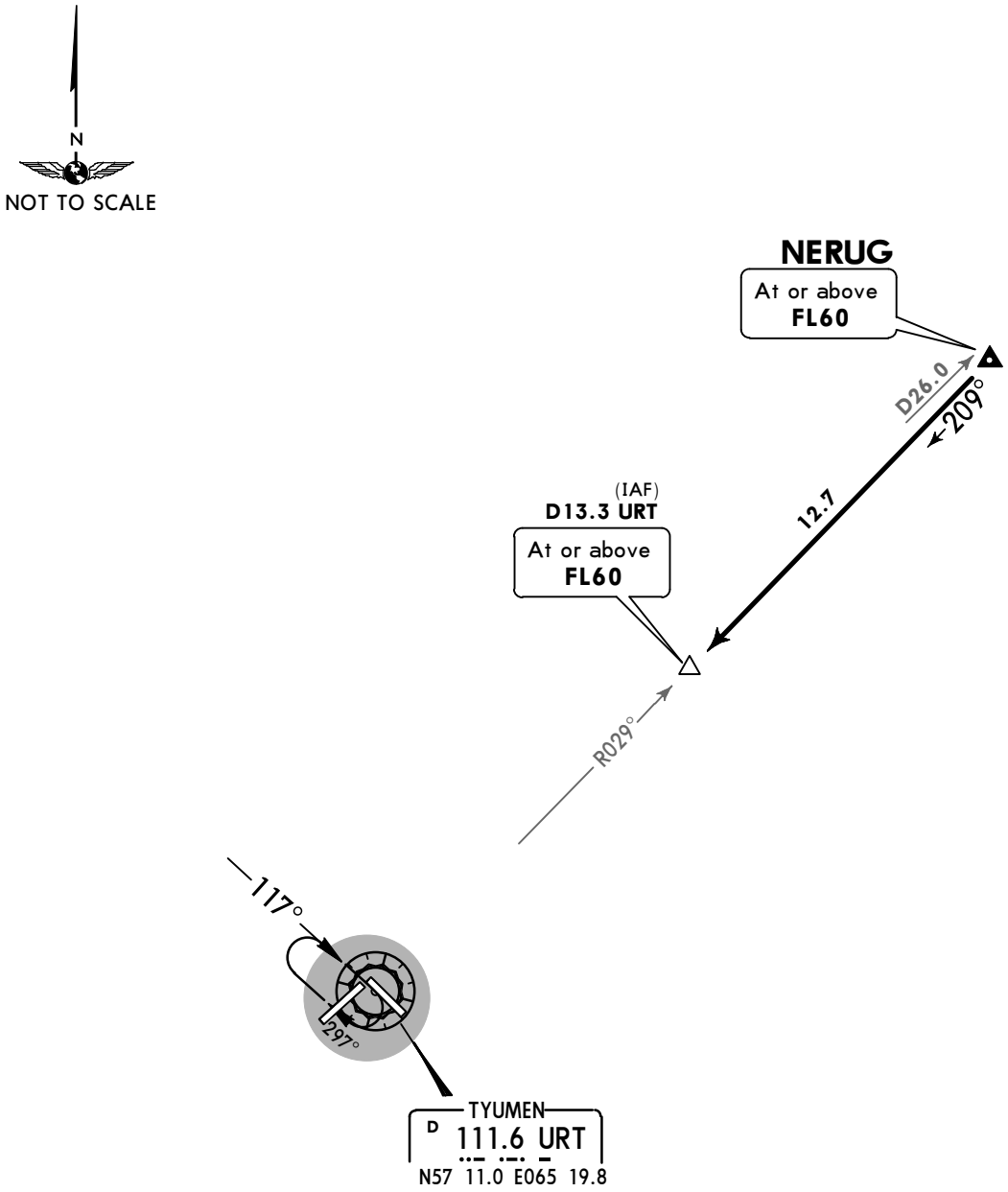
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)**



MSA ARP

NERUG 15 [NERU15]
RWY 30 ARRIVAL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680′	**(2335′ - 700m)**

ROUTING

Intercept URT R-029 inbound to D13.3 URT.

CHANGES: New procedure at this airport; STARs transferred.

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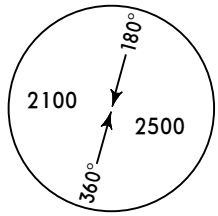
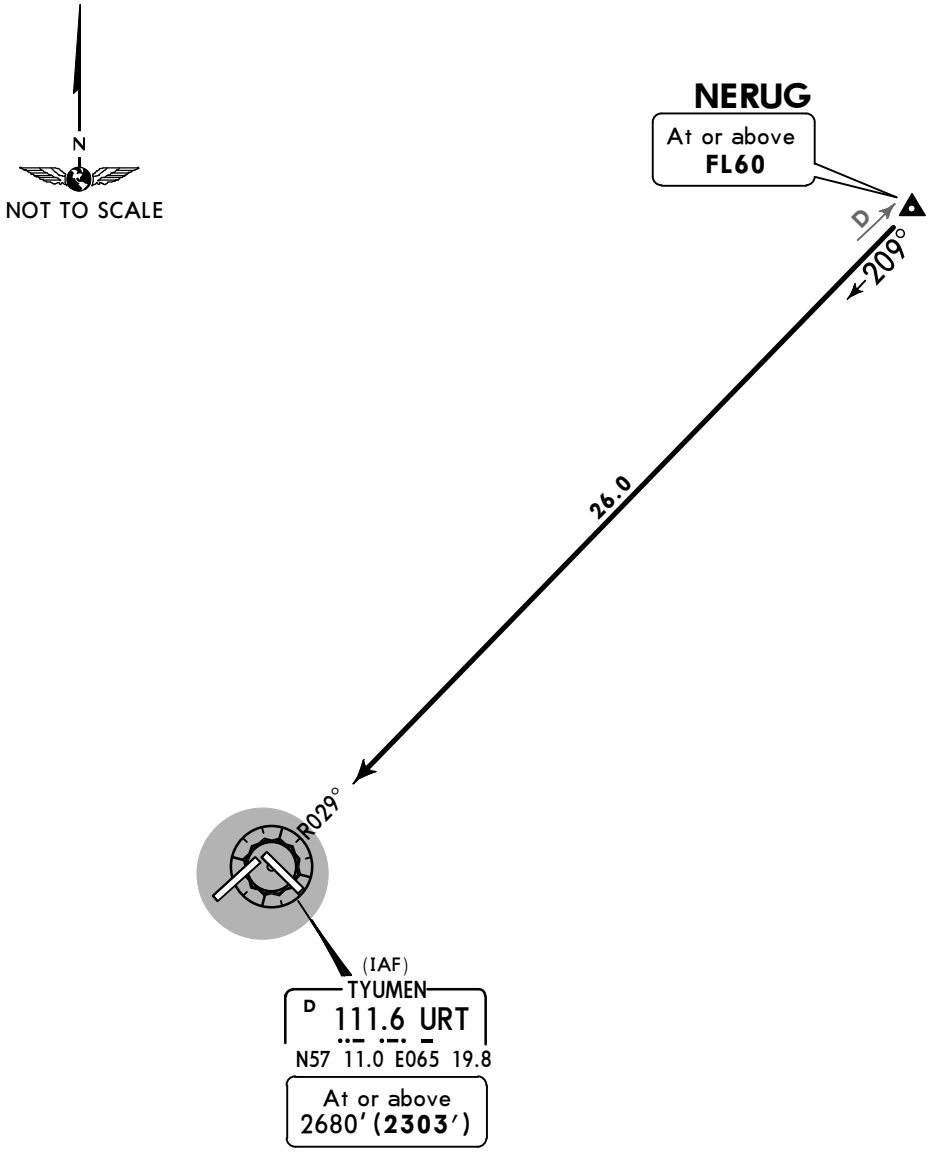
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2303′)**



MSA ARP

NERUG 17 [NERU17]
RWYS 03/21 & RWYS 12/30 ARRIVAL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680′	**(2303′ - 700m)**

ROUTING

Intercept URT R-029 inbound to URT VOR.

CHANGES: New chart (new procedure at this airport).

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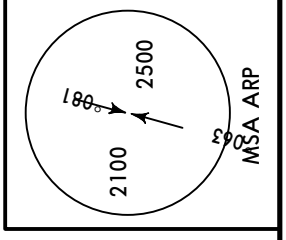
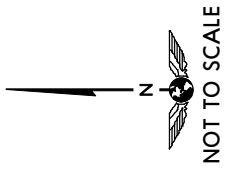
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)**

DOMEK 9 [DOMEK9]
NAPOR 9 [NAPOR9]
RWY 03 ARRIVALS





NAPOR
At or above
FL60

DOMEK
At or above
FL60

D26.7
264°

D26.9
280°

18.6
NAPOR 9

18.8
DOMEK 9

❶ Cross CRP in descent

❶ **D8.1 URT**
At or above
3660′ **(3289′)**

❶ **D8.1 URT**
At or above
3660′ **(3289′)**

8.1

8.1

R084°
R100°

272°

140°

(IAF)
TYUMEN
D 111.6 URT
N57 11.0 E065 19.8

At or above
2680′ **(2309′)**

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3660′	**(3289′ - 1000m)**
2680′	**(2309′ - 700m)**

STAR	ROUTING
DOMEK 9	Intercept URT R-100 inbound via D8.1 URT to URT VOR.
NAPOR 9	Intercept URT R-084 inbound via D8.1 URT to URT VOR.

CHANGES: New chart (new procedures at this airport).

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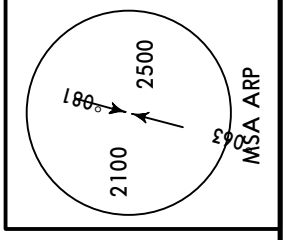
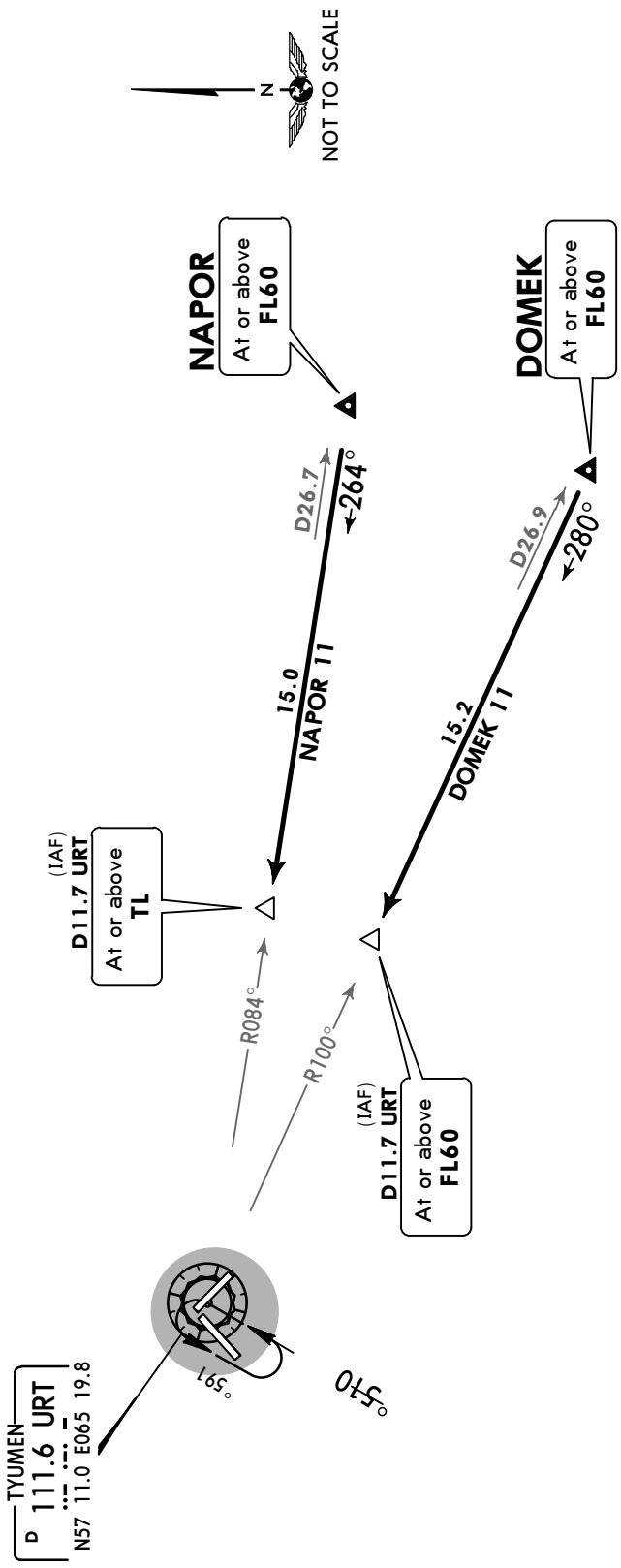
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2339′)

DOMEK 11 [DOME11]
NAPOR 11 [NAPO11]
RWY 21 ARRIVALS





ALT/HEIGHT CONVERSION
QNH (QFE)
2680′ (2339′ - 700m)

STAR	ROUTING
DOMEK 11	Intercept URT R-100 inbound to D11.7 URT.
NAPOR 11	Intercept URT R-084 inbound to D11.7 URT.

CHANGES: New chart (new procedures at this airport).

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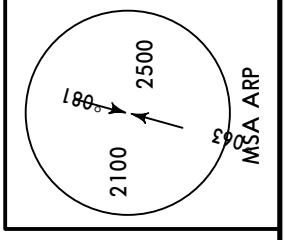
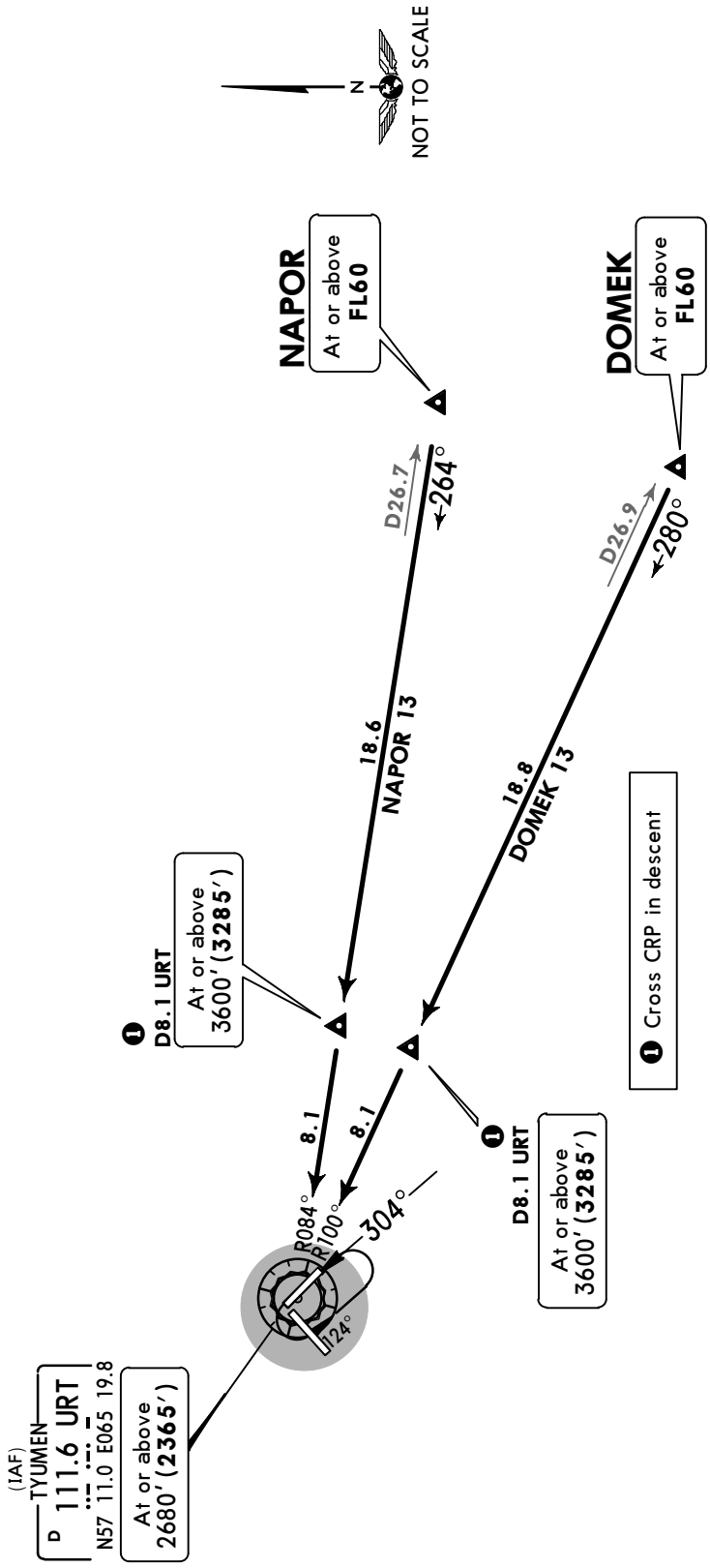
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)**

DOMEK 13 [DOME13]
NAPOR 13 [NAPO13]
RWY 12 ARRIVALS





ALT/HEIGHT CONVERSION (QFE)	
QNH	
3600′	**(3285′ - 1000m)**
2680′	**(2365′ - 700m)**

STAR	ROUTING
DOMEK 13	Intercept URT R-100 inbound via D8.1 URT to URT VOR.
NAPOR 13	Intercept URT R-084 inbound via D8.1 URT to URT VOR.

CHANGES: New chart (new procedures at this airport).

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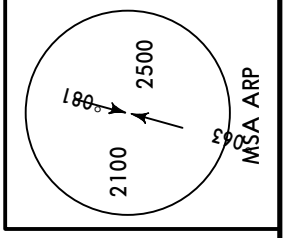
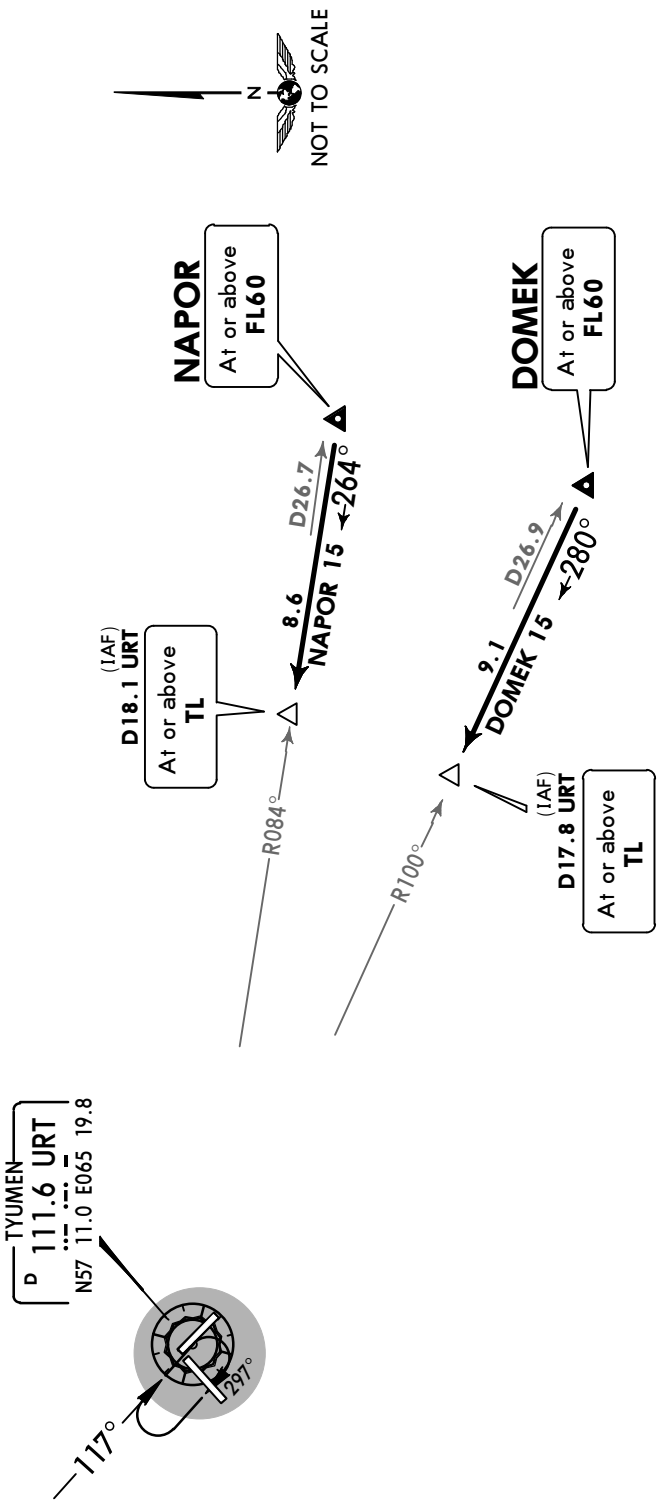
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)**

DOMEK 15 [DOME15]
NAPOR 15 [NAPO15]
RWY 30 ARRIVALS





ALT/HEIGHT CONVERSION
QNH (QFE)
2680′ **(2335′ - 700m)**

STAR	ROUTING
DOMEK 15	Intercept URT R-100 inbound to D17.8 URT.
NAPOR 15	Intercept URT R-084 inbound to D18.1 URT.

CHANGES: New chart (new procedures at this airport).

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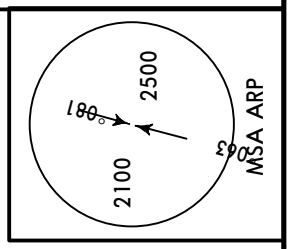
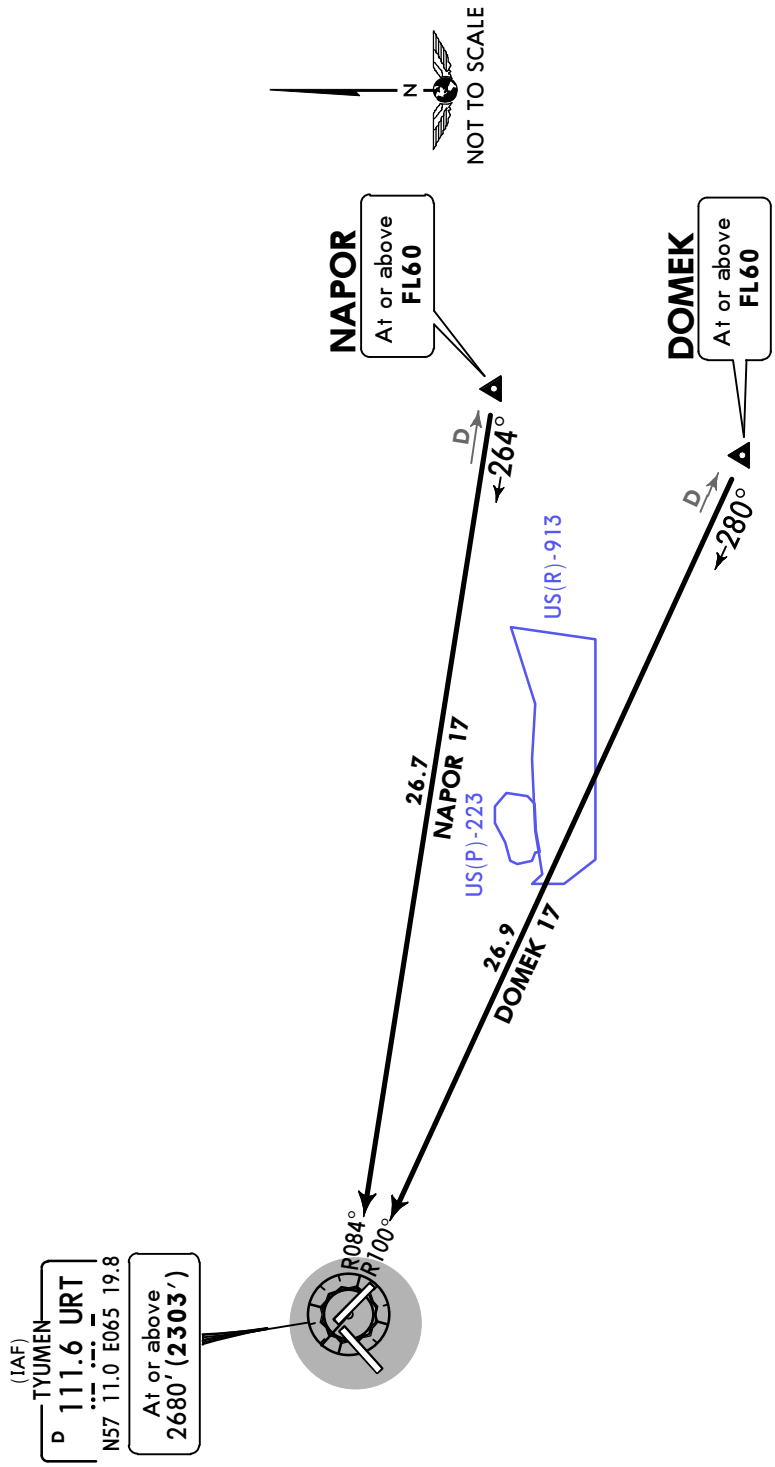
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2303′)** When US(P)-223 and US(R)-913 are active, descending shall be carried out by ATC.

DOMEK 17 [DOME17]
NAPOR 17 [NAPO17]
RWYS 03/21 & RWYS 12/30 ARRIVALS





ALT/HEIGHT CONVERSION
QNH (QFE)
2680′ **(2303′ - 700m)**

STAR	ROUTING
DOMEK 17	Intercept URT R-100 inbound to URT VOR.
NAPOR 17	Intercept URT R-084 inbound to URT VOR.

CHANGES: New chart (new procedures at this airport).

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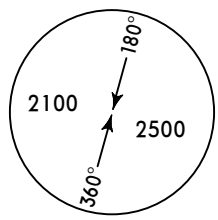
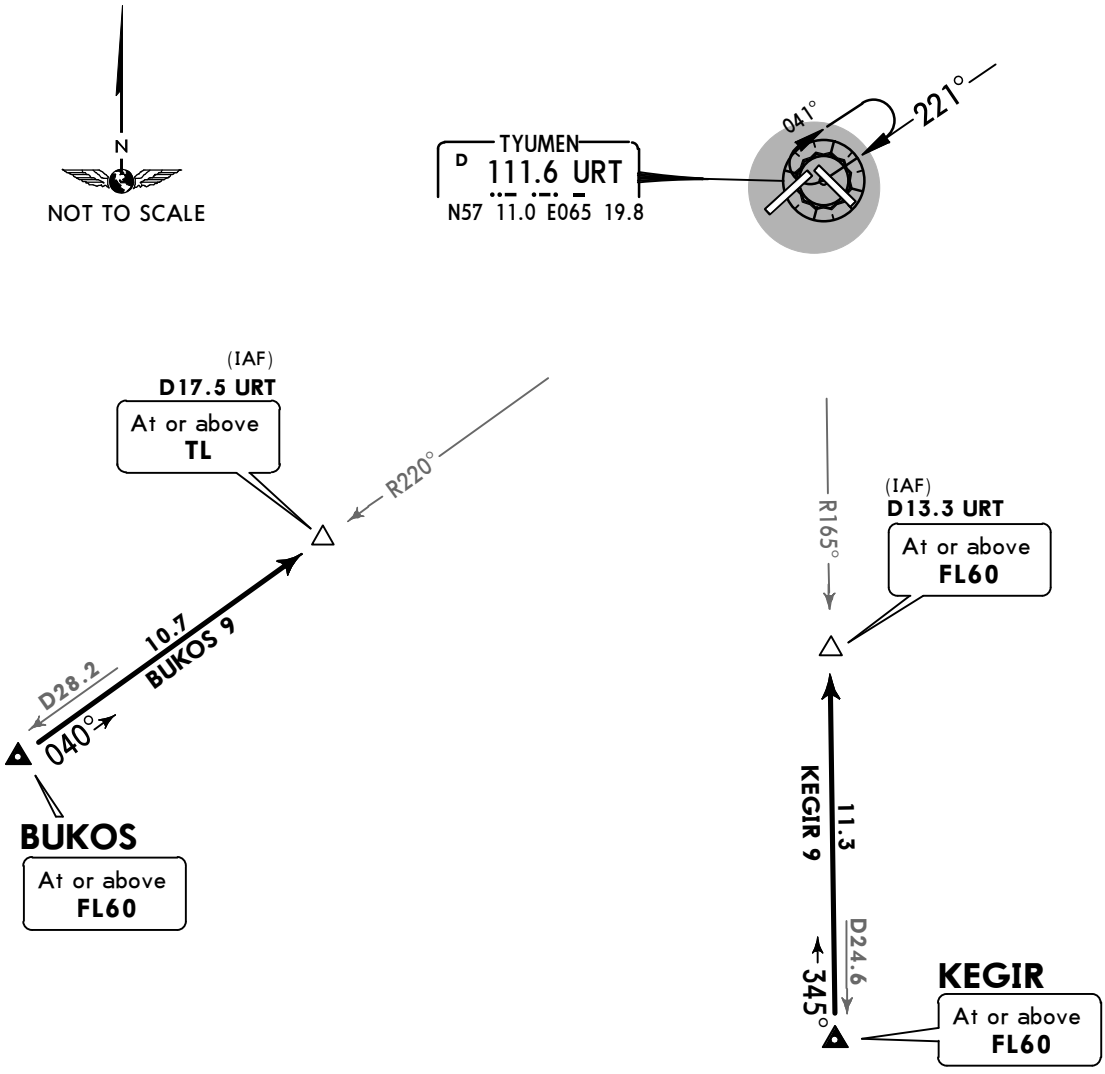
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)**



MSA ARP

BUKOS 9 [BUKOS9], KEGIR 9 [KEGIR9]
RWY 03 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2680′ **(2309′ - 700m)**

STAR	ROUTING
BUKOS 9	Intercept URT R-220 inbound to D17.5 URT.
KEGIR 9	Intercept URT R-165 inbound to D13.3 URT.

CHANGES: New chart (new procedures at this airport).

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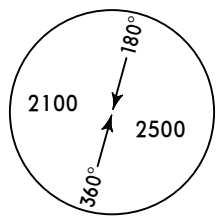
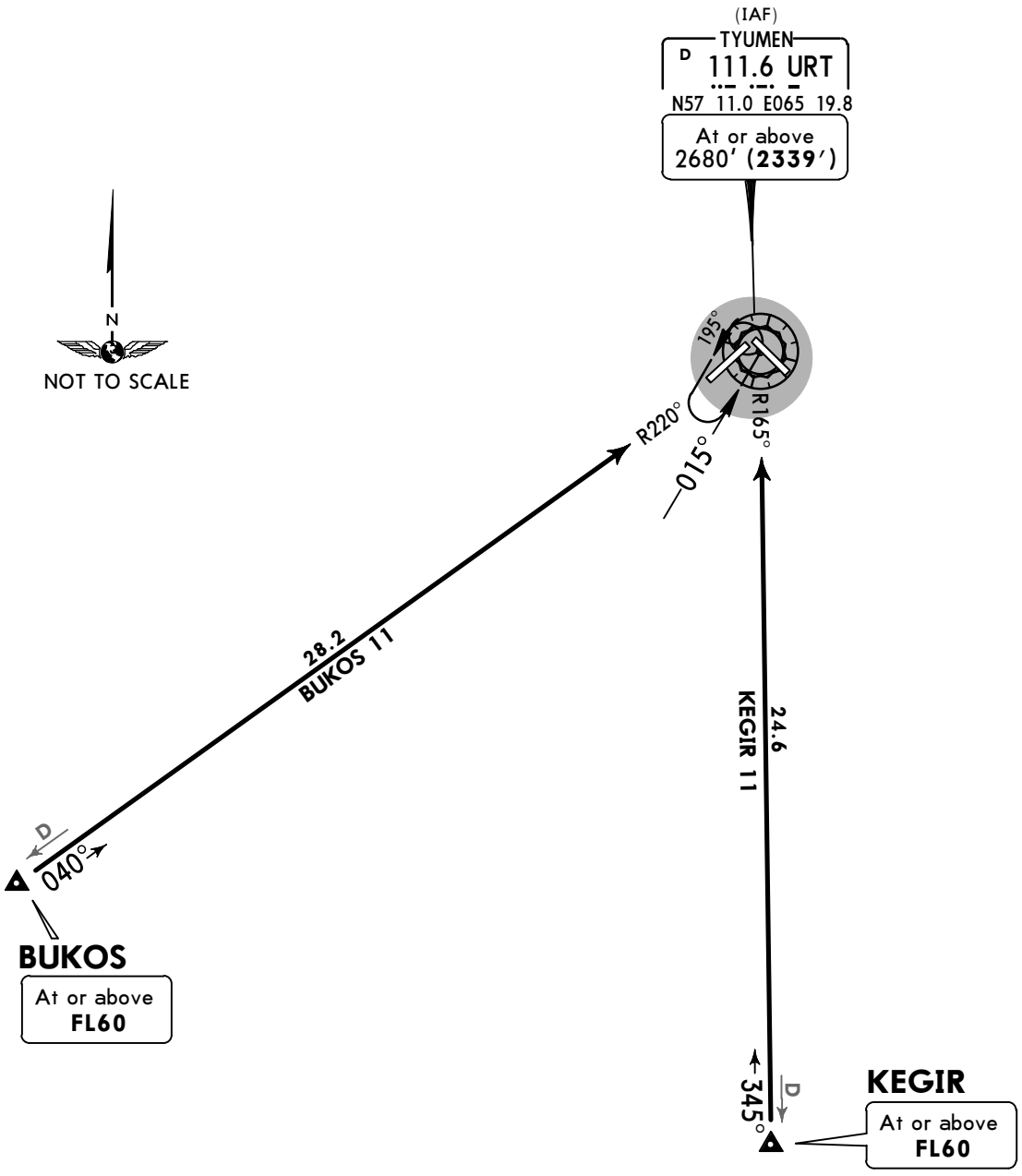
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)**



MSA ARP

BUKOS 11 [BUKO11], KEGIR 11 [KEGI11]
RWY 21 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2680′ **(2339′ - 700m)**

STAR	ROUTING
BUKOS 11	Intercept URT R-220 inbound to URT VOR.
KEGIR 11	Intercept URT R-165 inbound to URT VOR.

CHANGES: New chart (new procedures at this airport).

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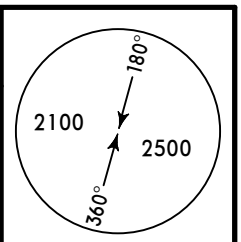
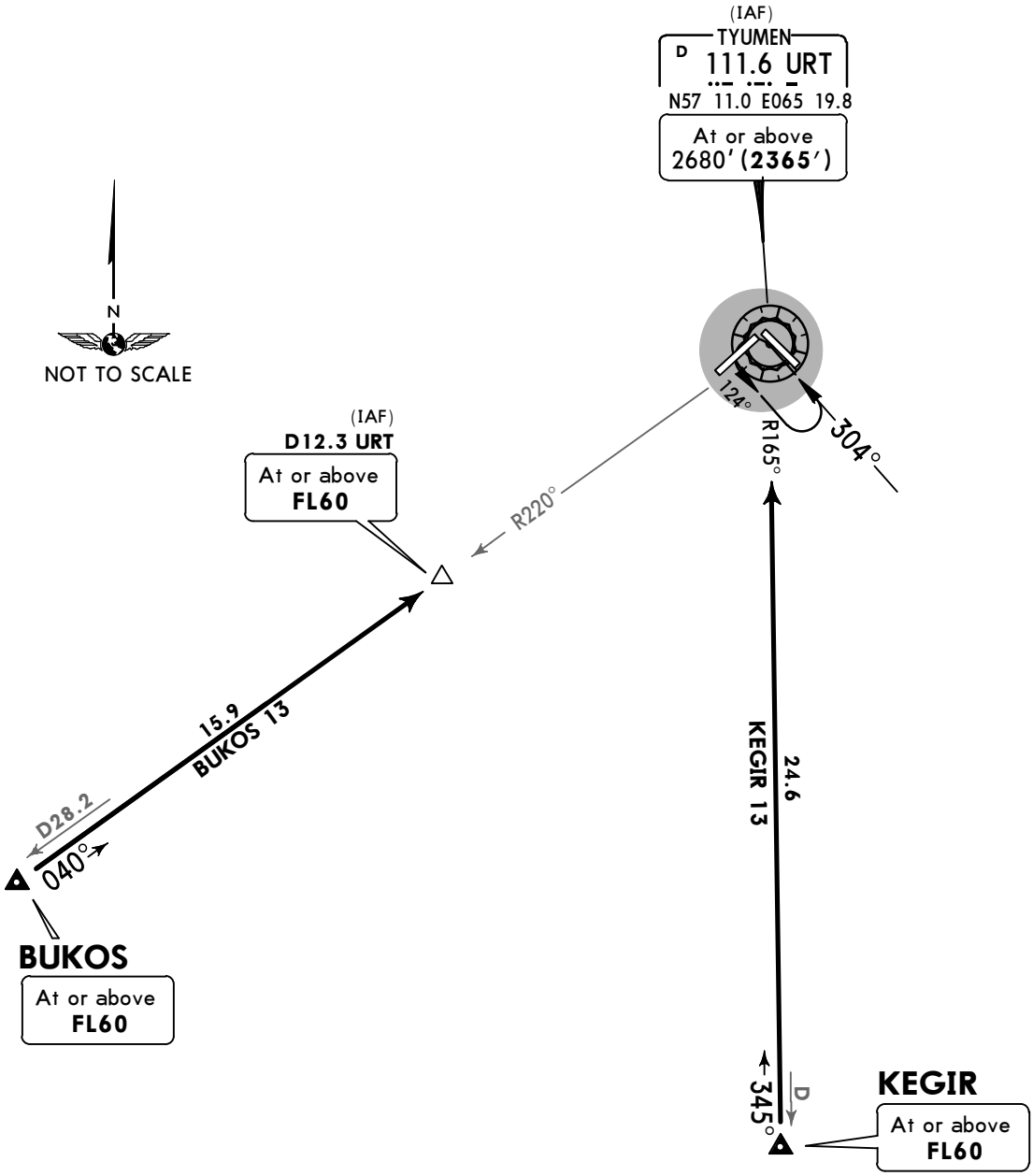
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)**

BUKOS 13 [BUKO13], KEGIR 13 [KEGI13]
RWY 12 ARRIVALS



MSA ARP



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680′	**(2365′ - 700m)**

STAR	ROUTING
BUKOS 13	Intercept URT R-220 inbound to D12.3 URT.
KEGIR 13	Intercept URT R-165 inbound to URT VOR.

CHANGES: New procedures at this airport; STARs transferred.

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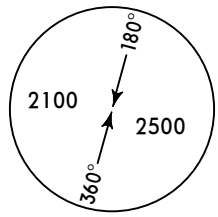
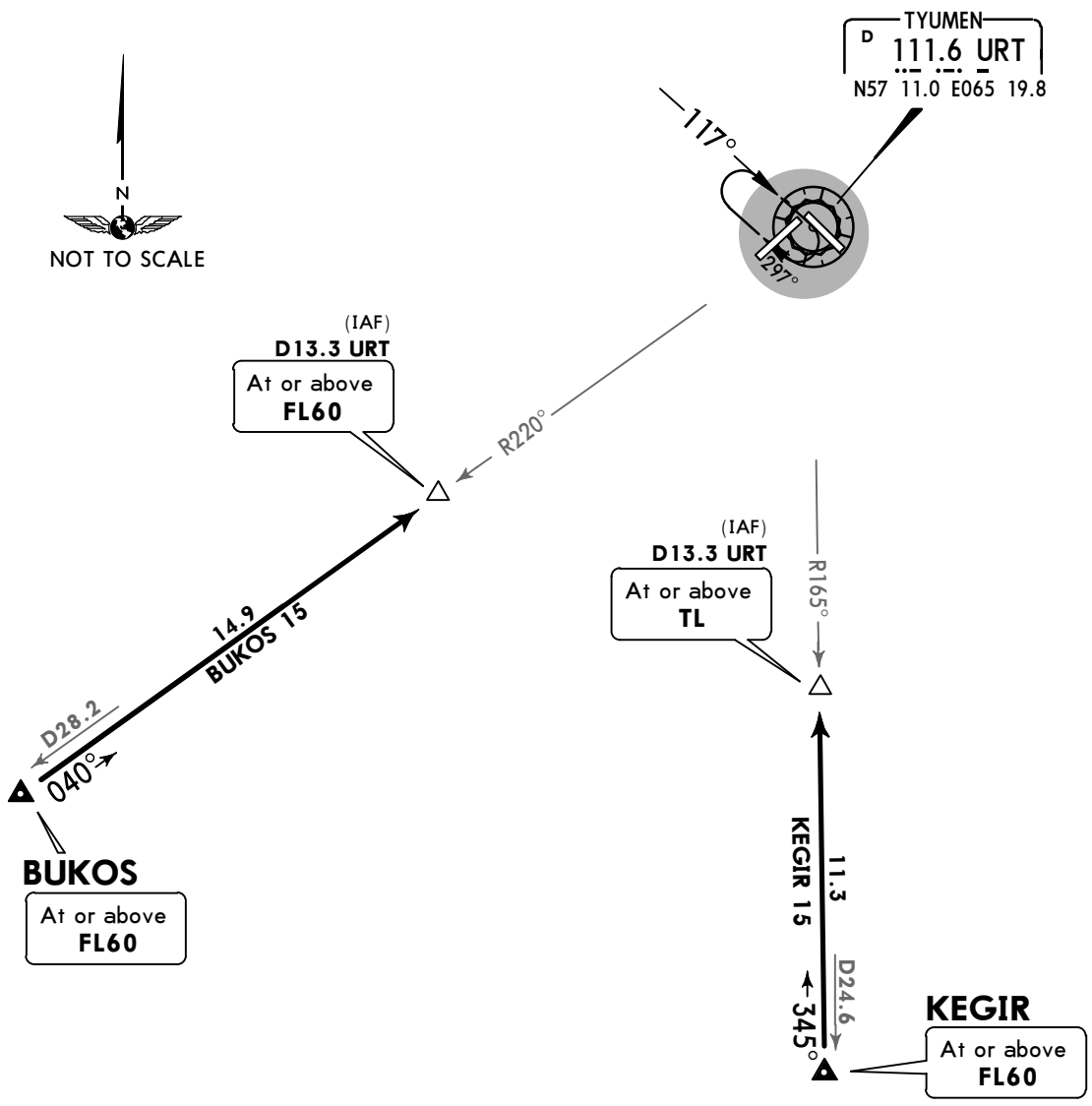
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)**



MSA ARP

BUKOS 15 [BUKO15], KEGIR 15 [KEGI15]
RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680′	**(2335′ - 700m)**

STAR	ROUTING
BUKOS 15	Intercept URT R-220 inbound to D13.3 URT.
KEGIR 15	Intercept URT R-165 inbound to D13.3 URT.

CHANGES: New chart (new procedures at this airport).

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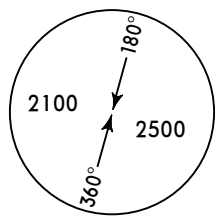
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2303′)**

BUKOS 17 [BUKO17], KEGIR 17 [KEGI17]
RWYS 03/21 & RWYS 12/30 ARRIVALS



MSA ARP

(IAF)
TYUMEN
D 111.6 URT
N57 11.0 E065 19.8

At or above
2680′ **(2303′)**

N
NOT TO SCALE

R220°
R165°

28.2
BUKOS 17

KEGIR 17
24.6

D
040°

BUKOS
At or above
FL60

345°
D

KEGIR
At or above
FL60

ALT/HEIGHT CONVERSION
QNH (QFE)
2680′ **(2303′ - 700m)**

STAR	ROUTING
BUKOS 17	Intercept URT R-220 inbound to URT VOR.
KEGIR 17	Intercept URT R-165 inbound to URT VOR.

CHANGES: New chart (new procedures at this airport).

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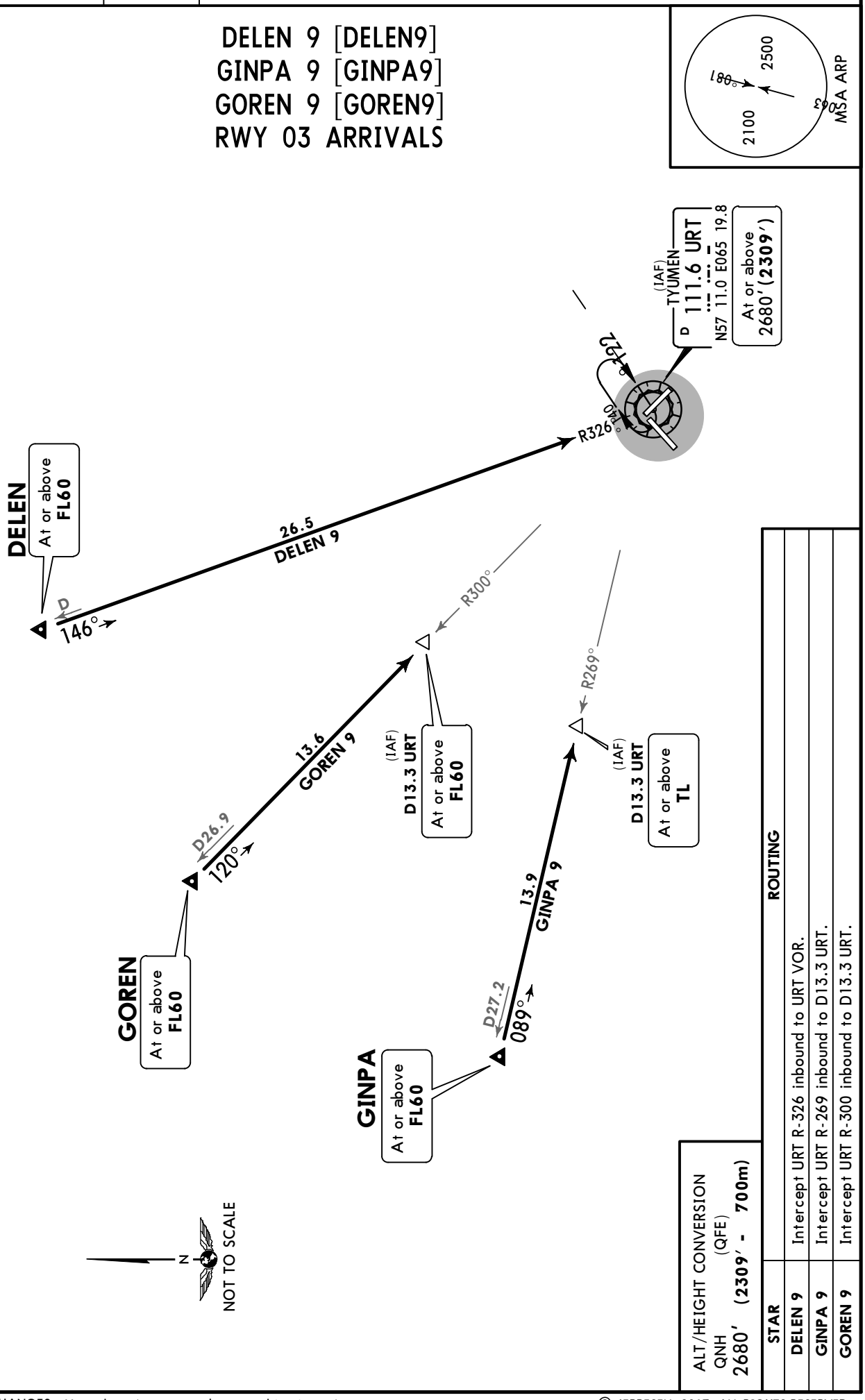
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2309′)**

DELEN 9 [DELEN9]
GINPA 9 [GINPA9]
GOREN 9 [GOREN9]
RWY 03 ARRIVALS



ALT/HEIGHT CONVERSION (QFE)
QNH 2680′ **(2309′ - 700m)**

STAR	ROUTING
DELEN 9	Intercept URT R-326 inbound to URT VOR.
GINPA 9	Intercept URT R-269 inbound to D13.3 URT.
GOREN 9	Intercept URT R-300 inbound to D13.3 URT.

CHANGES: New chart (new procedures at this airport).

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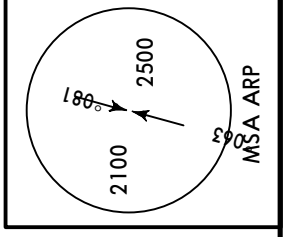
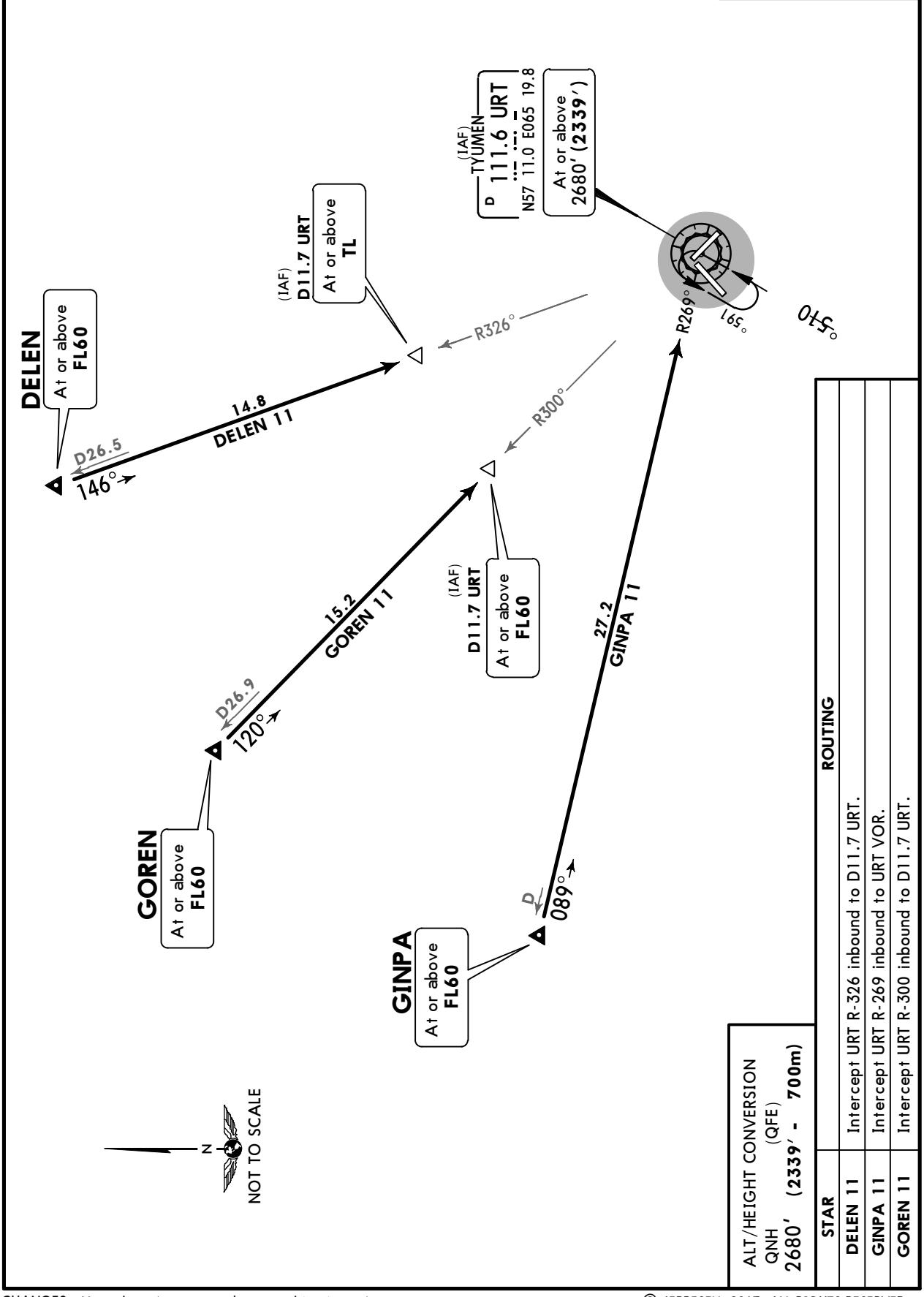
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2339′)

DELEN 11 [DELE11]
GINPA 11 [GINP11]
GOREN 11 [GORE11]
RWY 21 ARRIVALS





ALT/HEIGHT CONVERSION (QFE)
QNH 2680′ (2339′ - 700m)

STAR	ROUTING
DELEN 11	Intercept URT R-326 inbound to D11.7 URT.
GINPA 11	Intercept URT R-269 inbound to URT VOR.
GOREN 11	Intercept URT R-300 inbound to D11.7 URT.

CHANGES: New chart (new procedures at this airport).

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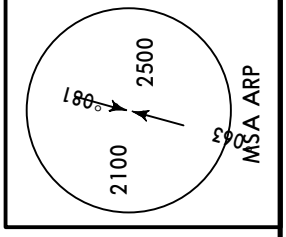
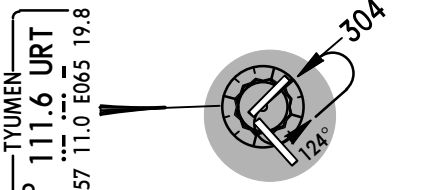
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)**

DELEN 13 [DELE13]
GINPA 13 [GINP13]
GOREN 13 [GORE13]
RWY 12 ARRIVALS





DELEN
At or above **FL60**

(IAF) **D16.7 URT**
At or above **TL**

R326°

D26.5 146° 9.8 **DELEN 13**

R300°

(IAF) **D18.0 URT**
At or above **TL**

D26.9 120° 8.9 **GOREN 13**

GOREN
At or above **FL60**

R269°

(IAF) **D17.3 URT**
At or above **TL**

D27.2 089° 9.9 **GINPA 13**

GINPA
At or above **FL60**

N
NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)
QNH
2680′ **(2365′ - 700m)**

STAR	ROUTING
DELEN 13	Intercept URT R-326 inbound to D16.7 URT.
GINPA 13	Intercept URT R-269 inbound to D17.3 URT.
GOREN 13	Intercept URT R-300 inbound to D18.0 URT.

CHANGES: New chart (new procedures at this airport).

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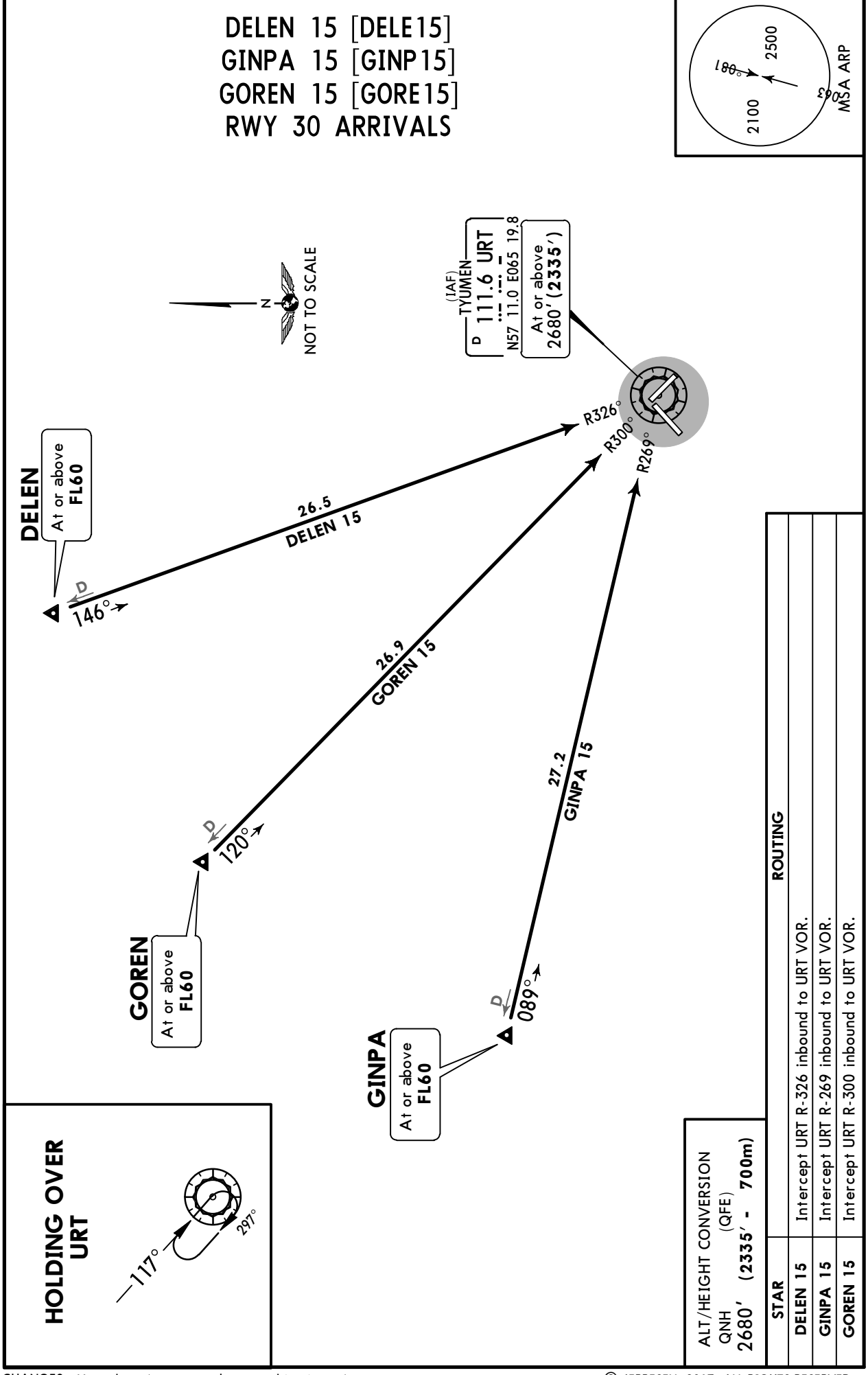
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2335′)

DELEN 15 [DELE15]
GINPA 15 [GINP15]
GOREN 15 [GORE15]
RWY 30 ARRIVALS



STAR	ROUTING
DELEN 15	Intercept URT R-326 inbound to URT VOR.
GINPA 15	Intercept URT R-269 inbound to URT VOR.
GOREN 15	Intercept URT R-300 inbound to URT VOR.

CHANGES: New chart (new procedures at this airport).

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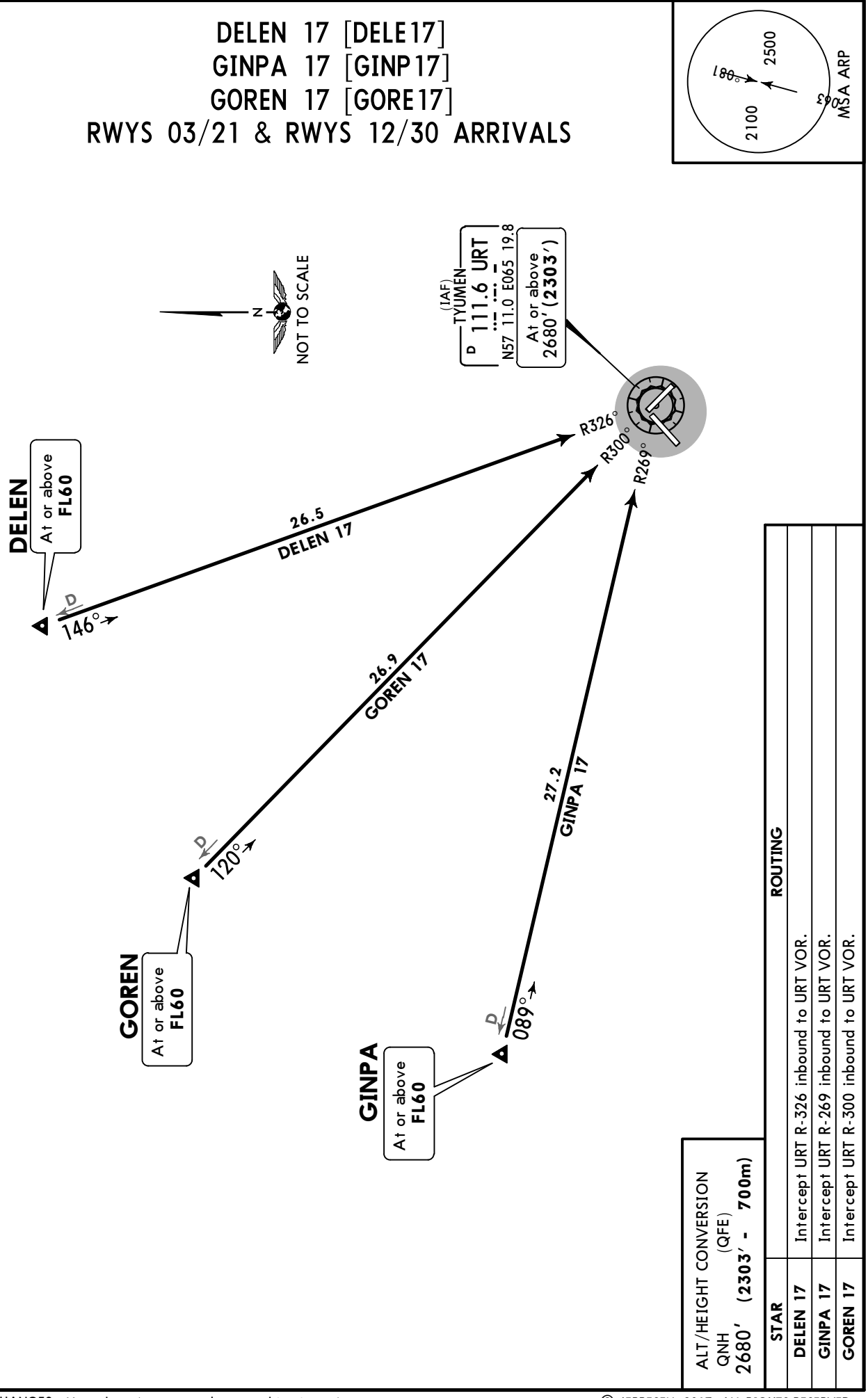
ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2303′)**

DELEN 17 [DELE17]
GINPA 17 [GINP17]
GOREN 17 [GORE17]
RWYS 03/21 & RWYS 12/30 ARRIVALS



CHANGES: New chart (new procedures at this airport).

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SID DESIGNATION	REFER TO CHART
DOMEK 1A, 1B, LAKED 1A, NAPOR 1A, 1B, SOLMU 1A	10-3A1
DOMEK 2A, LAKED 2A, NAPOR 2A, SOLMU 2A	10-3A2
DOMEK 3A, LAKED 3A NAPOR 3A, SOLMU 3A, 3B	10-3B
DOMEK 4A, LAKED 4A, NAPOR 4A, SOLMU 4A	10-3C
BUKOS 1A, KEGIR 1A	10-3D
BUKOS 2A, KEGIR 2A, 2B	10-3E
BUKOS 3A, KEGIR 3A	10-3F
BUKOS 4A, KEGIR 4A, 4B	10-3G
BEPAR 1A, 1B, GOREN 1A, 1B	10-3H
BEPAR 2A, GOREN 2A, 2B	10-3J
BEPAR 3A, GOREN 3A	10-3K
BEPAR 4A, GOREN 4A	10-3L
LAKED 8	10-3M
LAKED 10	10-3N
LAKED 14	10-3P
LAKED 16	10-3Q
DOMEK 8, NAPOR 8, SOLMU 8	10-3Q1
DOMEK 10, NAPOR 10, SOLMU 10	10-3Q2
DOMEK 14, NAPOR 14A, 14B SOLMU 14A, 14B	10-3Q3
DOMEK 16, NAPOR 16, SOLMU 16	10-3Q4
BUKOS 8, KEGIR 8	10-3S
BUKOS 10, KEGIR 10	10-3T
BUKOS 14, KEGIR 14	10-3U
BUKOS 16, KEGIR 16	10-3V
BEPAR 8, GOREN 8	10-3V1
BEPAR 10, GOREN 10	10-3V2
BEPAR 14, GOREN 14	10-3W
BEPAR 16, GOREN 16	10-3X

CHANGES: SID designation index established.

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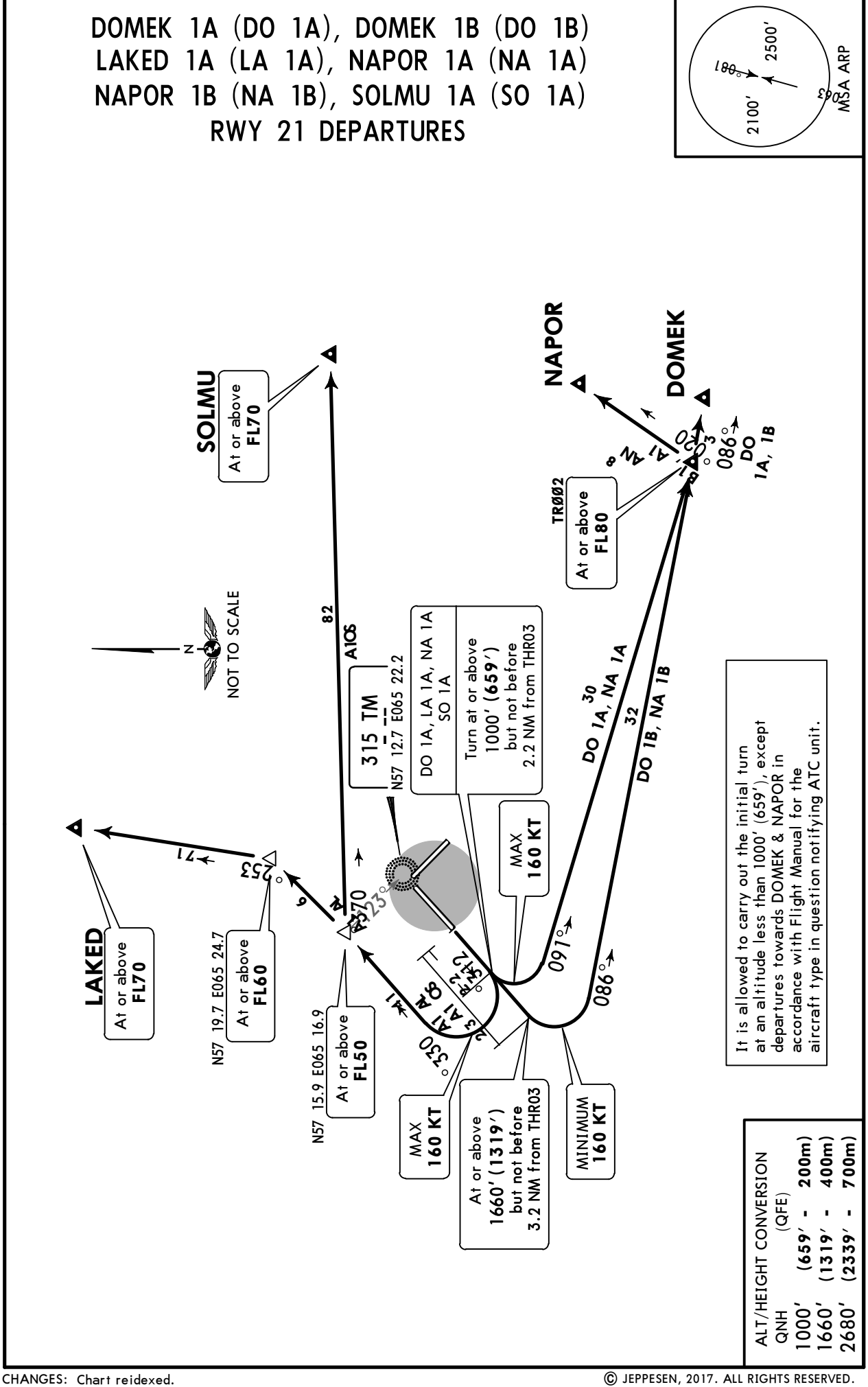
Apt Elev	
377′	QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2339′)

DOMEK 1A (DO 1A), DOMEK 1B (DO 1B) LAKED 1A (LA 1A), NAPOR 1A (NA 1A) NAPOR 1B (NA 1B), SOLMU 1A (SO 1A) RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1000′	(659′ - 200m)
1660′	(1319′ - 400m)
2680′	(2339′ - 700m)

CHANGES: Chart reidexed.

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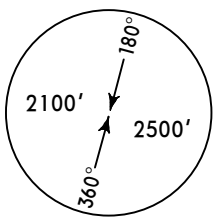
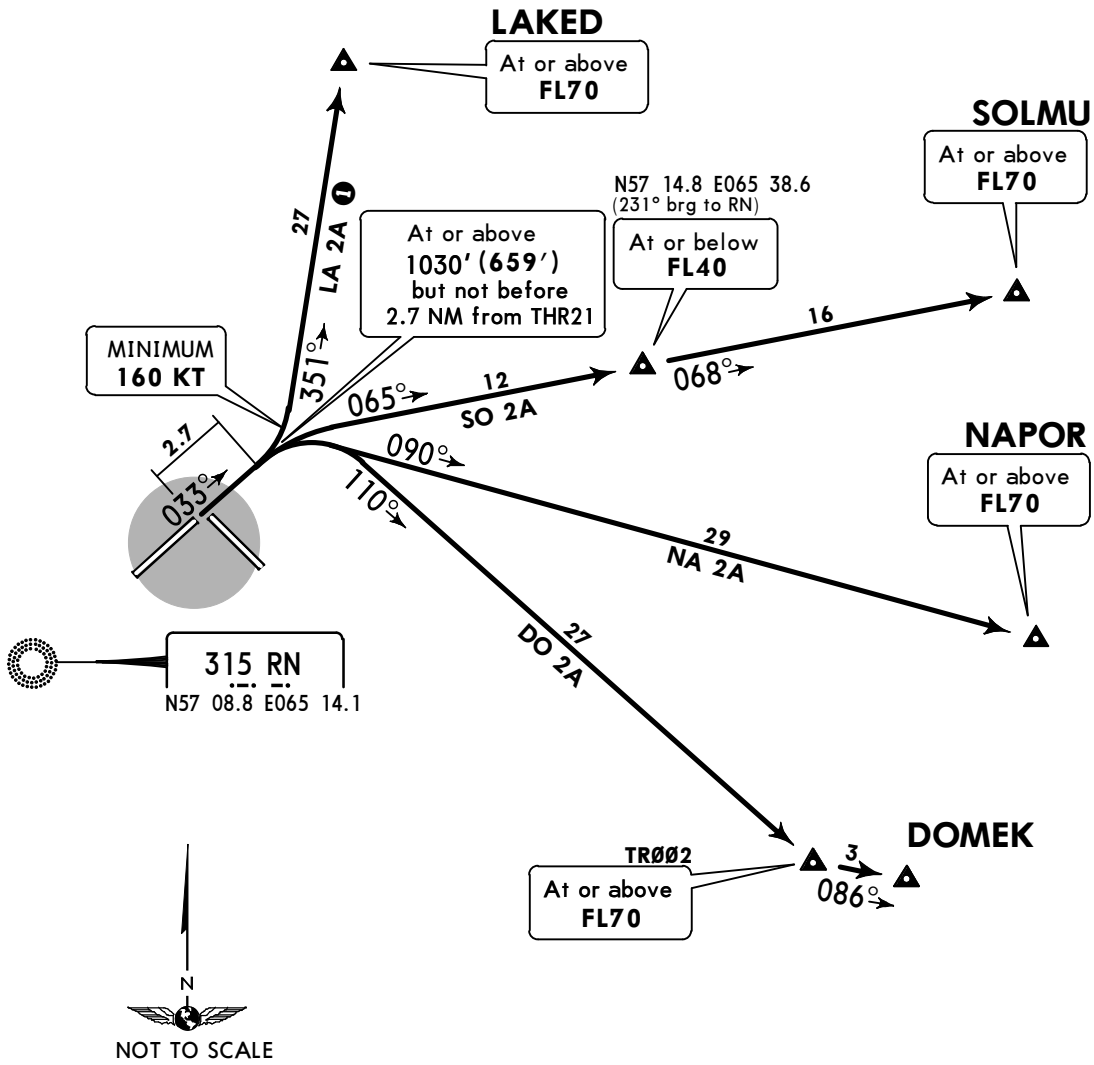
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2309′**)

DOMEK 2A (DO 2A), LAKED 2A (LA 2A) NAPOR 2A (NA 2A), SOLMU 2A (SO 2A) RWY 03 DEPARTURES





❶ For SID LA 2A it is allowed to carry out the initial turn at an altitude less than 1030′ (659′) in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1030′	(659′ -	200m)
2680′	(2309′ -	700m)

CHANGES: Chart reindexed.

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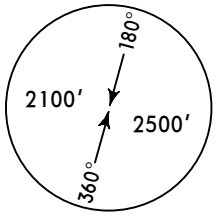
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2335′**)



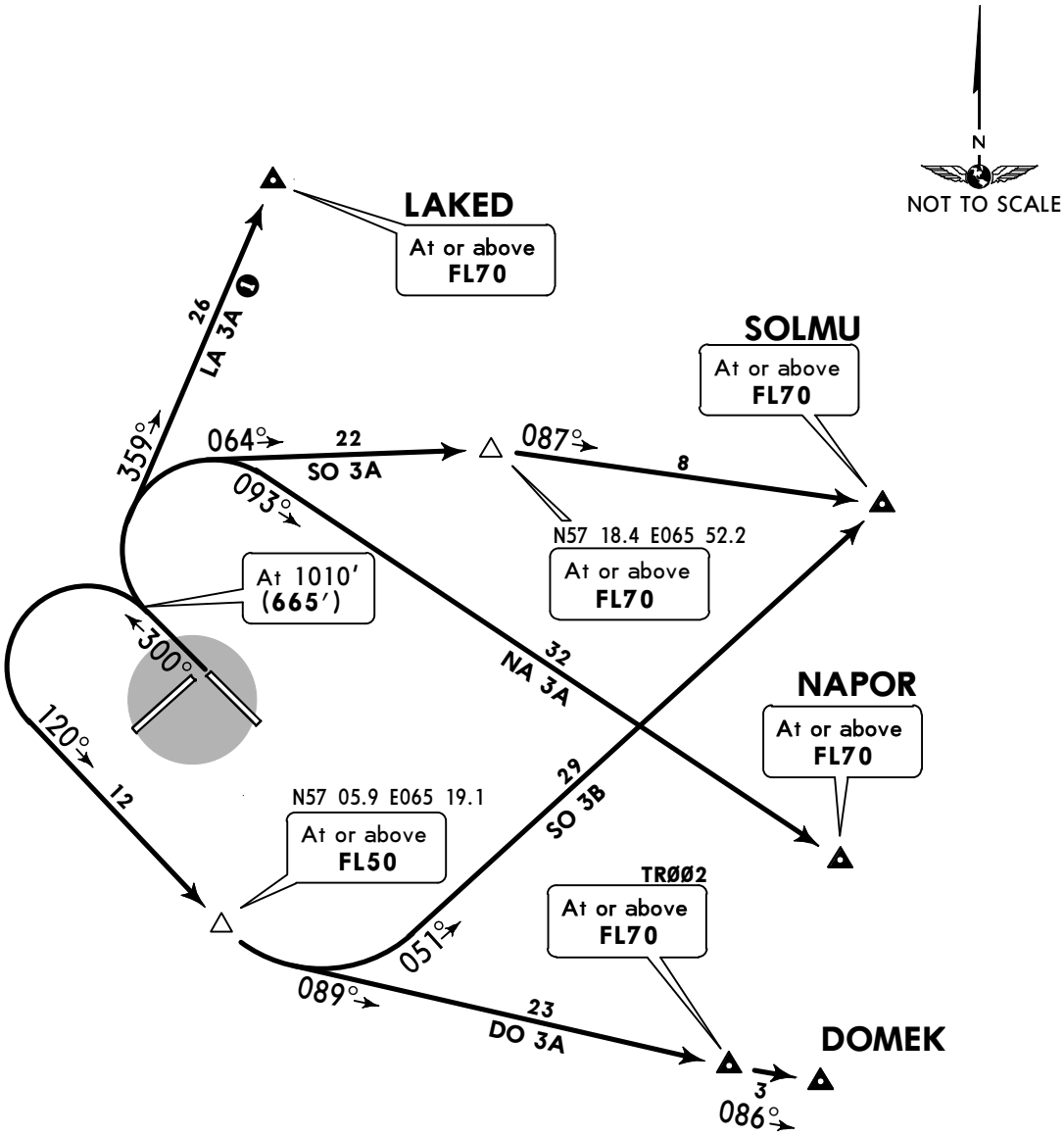
MSA ARP

DOMEK 3A (DO 3A), LAKED 3A (LA 3A) NAPOR 3A (NA 3A), SOLMU 3A (SO 3A)

SOLMU 3B (SO 3B)

BY ATC

RWY 30 DEPARTURES



❶ For SID LA 3A it is allowed to carry out the initial turn at an altitude less than 1010′ (665′) in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1010′	(**665′** -	**200m**)
2680′	(**2335′** -	**700m**)

CHANGES: MSA.

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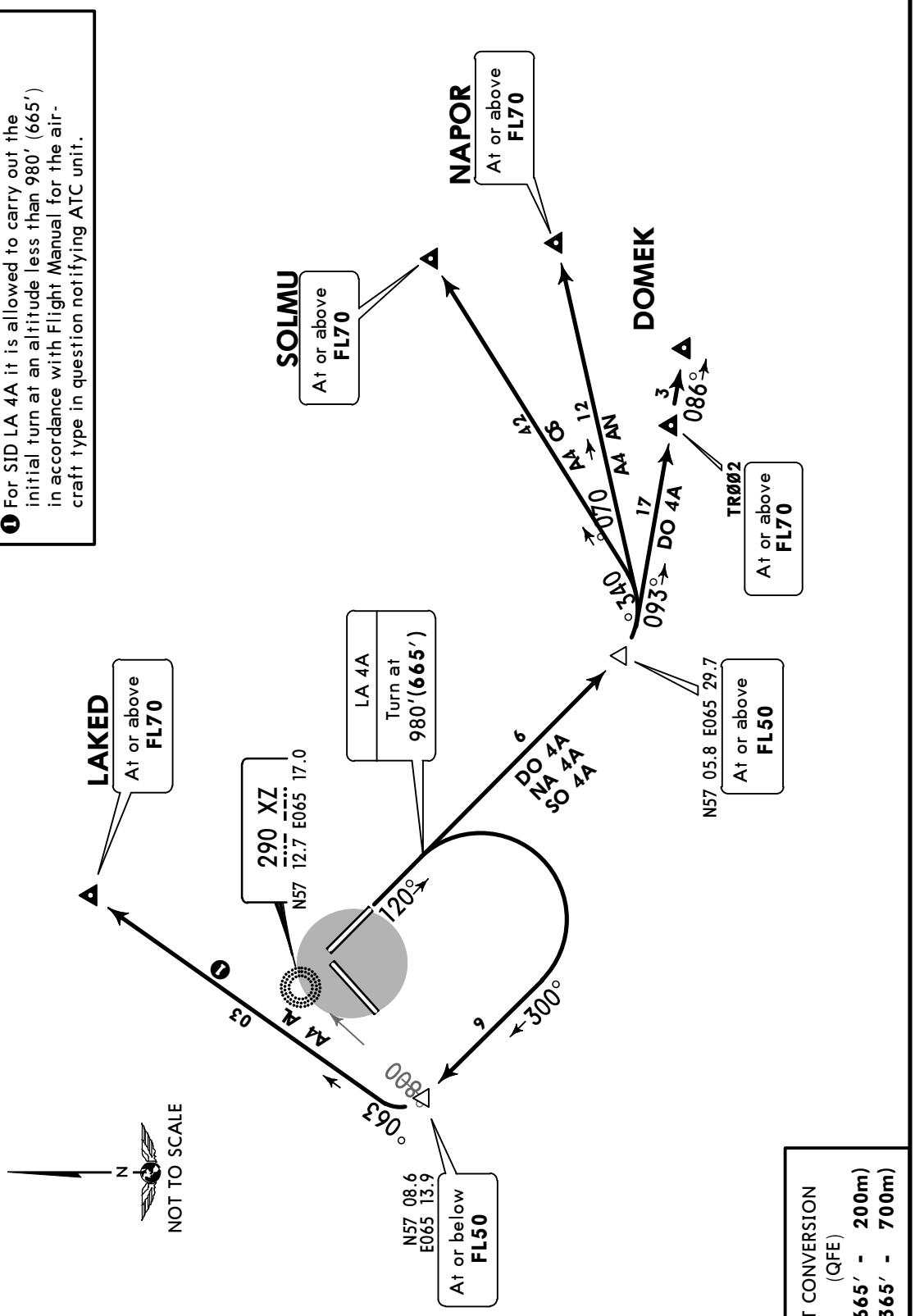
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2365′**)

DOMEK 4A (DO 4A), LAKED 4A (LA 4A) NAPOR 4A (NA 4A), SOLMU 4A (SO 4A) RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
980′	(**665′ - 200m**)
2680′	(**2365′ - 700m**)

CHANGES: MSA.

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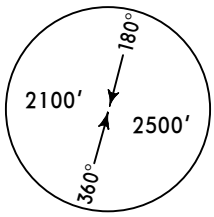
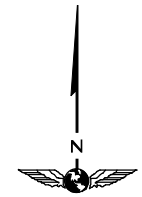
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2339′**)



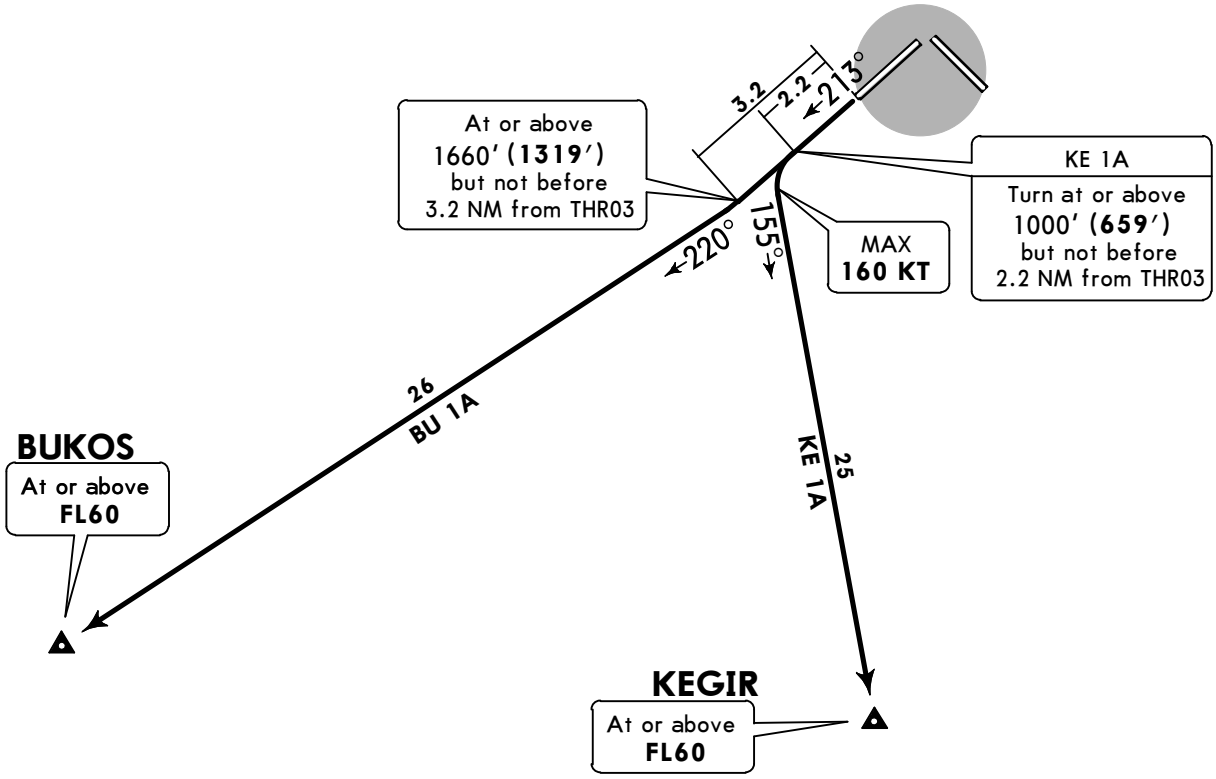
MSA ARP

BUKOS 1A (BU 1A), KEGIR 1A (KE 1A)
RWY 21 DEPARTURES
BY ATC



NOT TO SCALE

It is allowed to carry out the initial turn at an altitude less than 1000′ (659′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1000′	(659′ -	200m)
1660′	(1319′ -	400m)
2680′	(2339′ -	700m)

CHANGES: Availabitiy.

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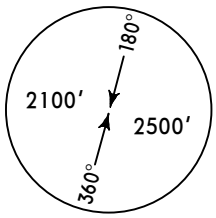
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2309′**)

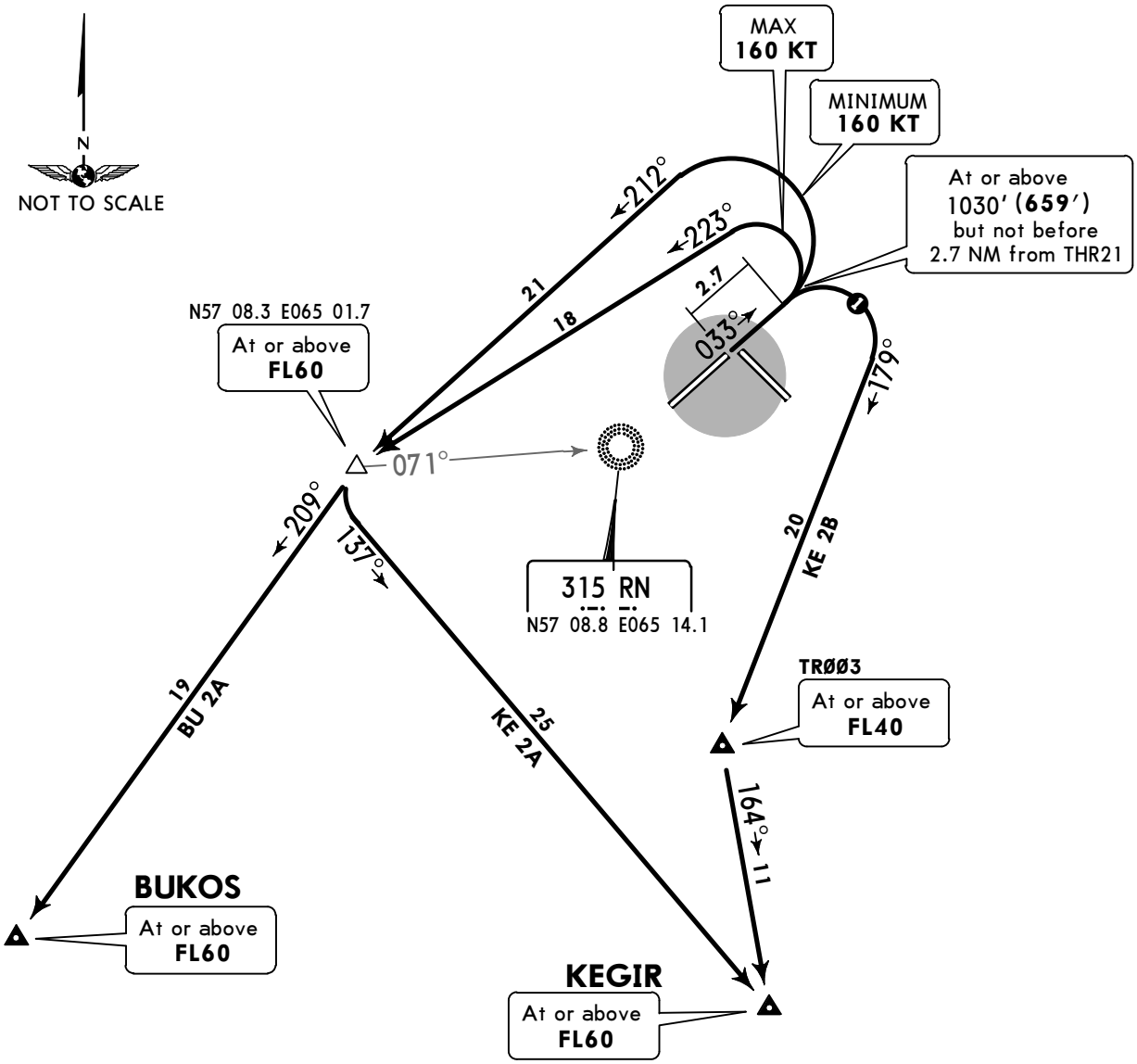


MSA ARP

BUKOS 2A (BU 2A), KEGIR 2A (KE 2A)
KEGIR 2B (KE 2B)
RWY 03 DEPARTURES
BY ATC

It is allowed to carry out the initial turn at an altitude less than 1030′ (659′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

Warning: Aircraft with more than 160 KT should execute the initial turn with a radius not more than 1.9 NM.



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1030′	(659′ -	200m)
2680′	(2309′ -	700m)

CHANGES: Availability.

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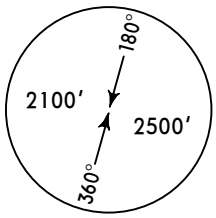
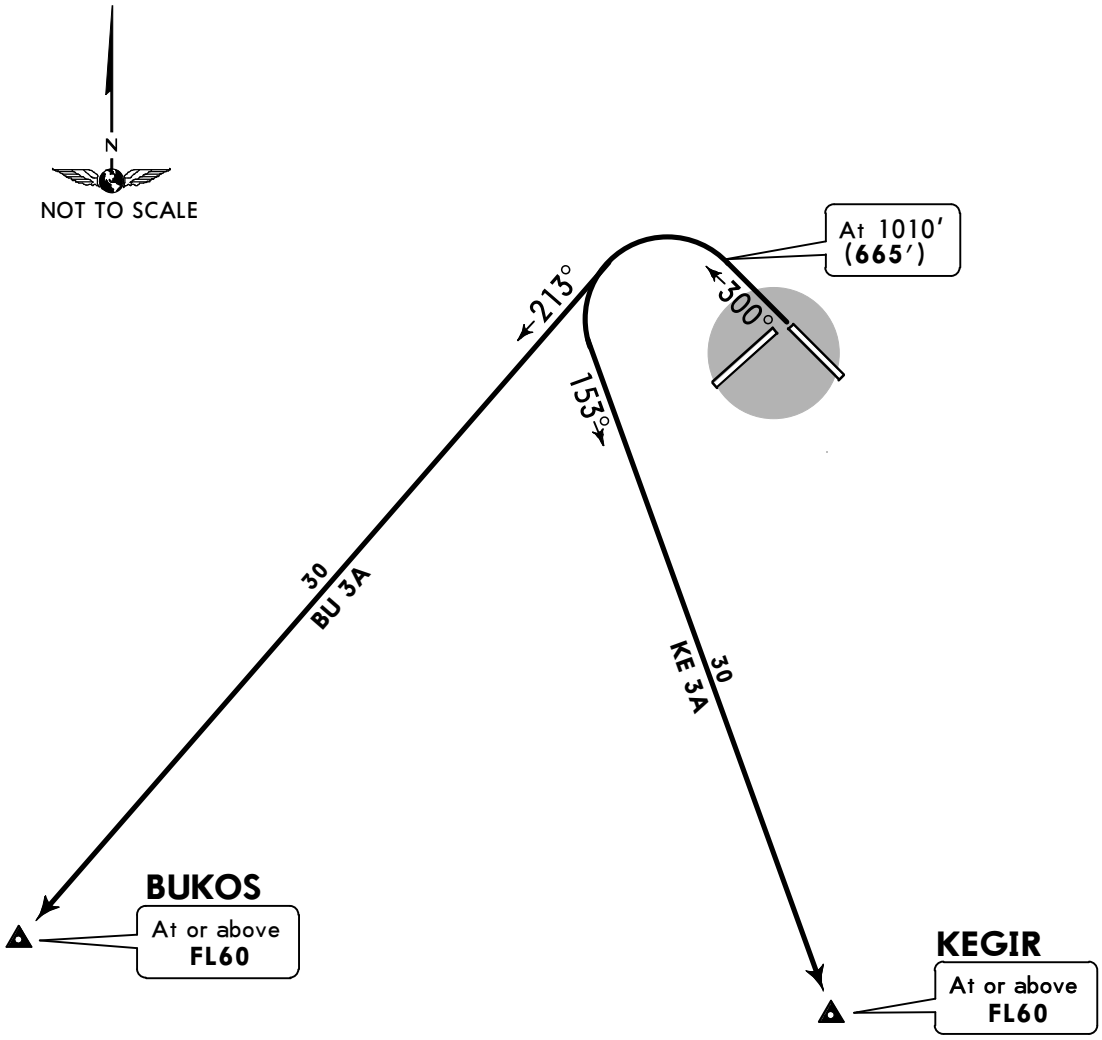
Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2335′)**



MSA ARP

BUKOS 3A (BU 3A), KEGIR 3A (KE 3A)
RWY 30 DEPARTURES
BY ATC

It is allowed to carry out the initial turn at an altitude less than 1010′ (665′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1010′	**(665′ - 200m)**
2680′	**(2335′ - 700m)**

CHANGES: Availability.

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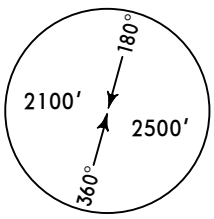
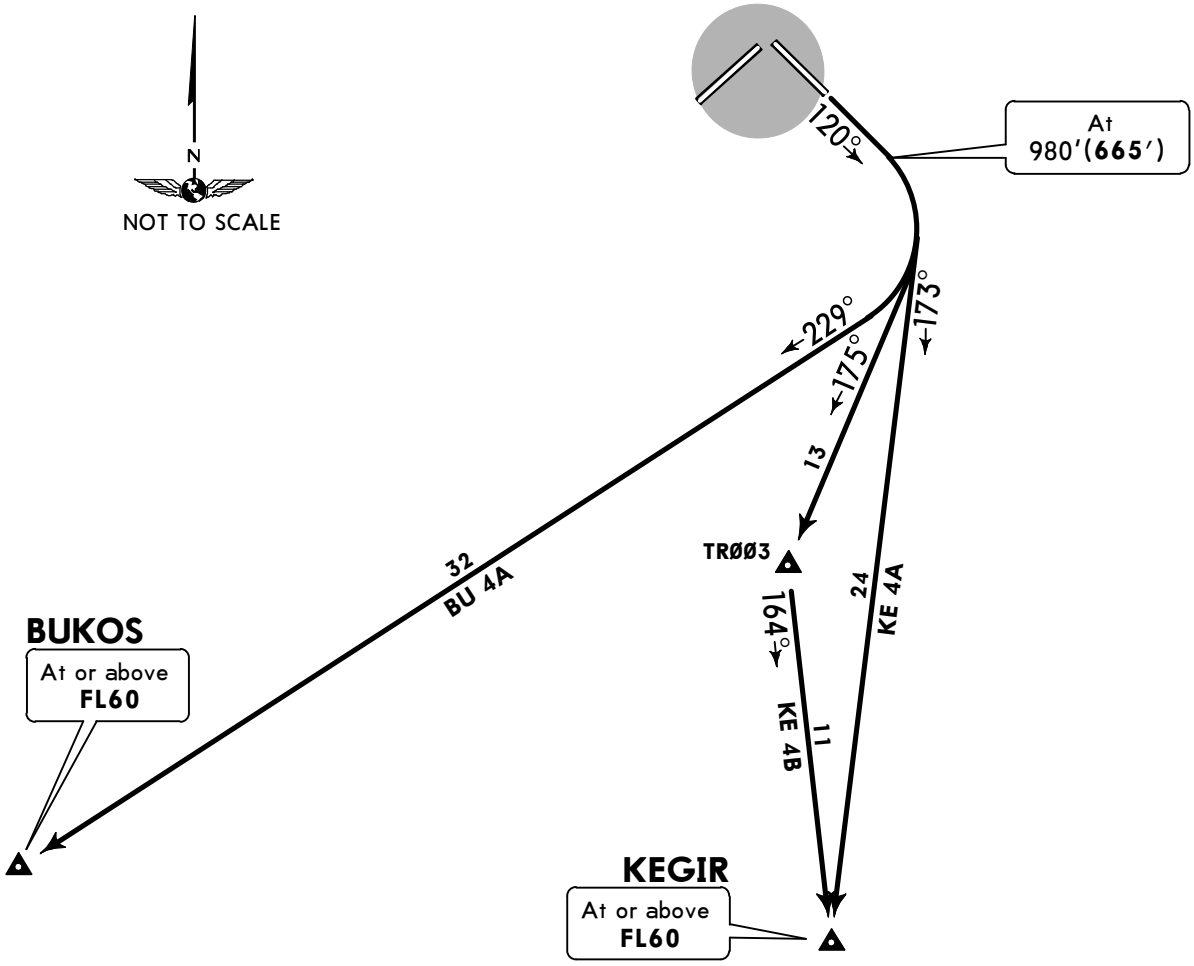
Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2365′)**



MSA ARP

BUKOS 4A (BU 4A), KEGIR 4A (KE 4A)
KEGIR 4B (KE 4B)
RWY 12 DEPARTURES
BY ATC

It is allowed to carry out the initial turn at an altitude less than 980′ (665′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
980′	**(665′ -**	**200m)**
2680′	**(2365′ -**	**700m)**

CHANGES: Availability.

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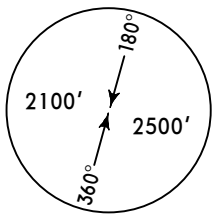
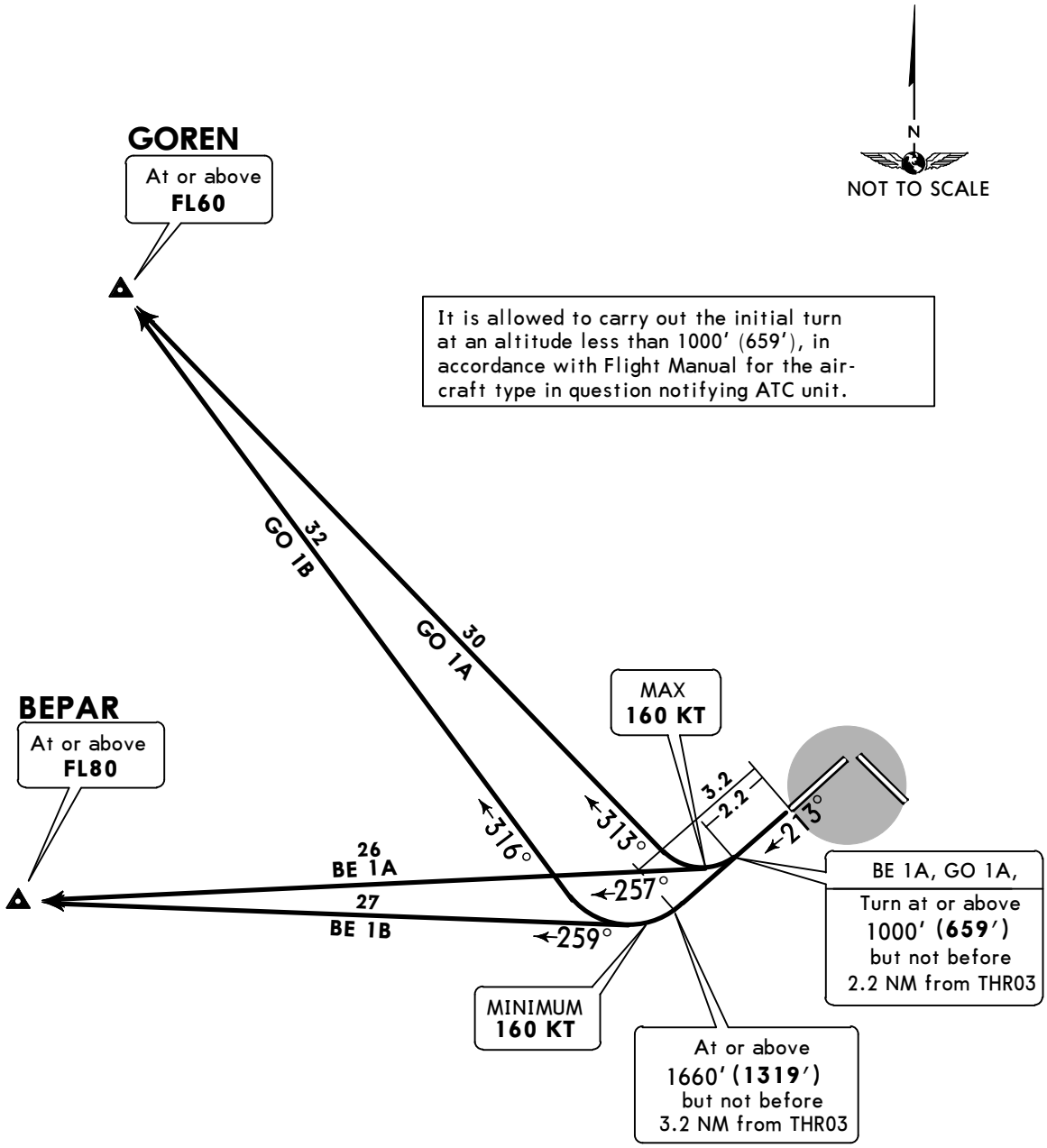
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2339′**)



BEPAR 1A (BE 1A), BEPAR 1B (BE 1B)
GOREN 1A (GO 1A), GOREN 1B (GO 1B)
BY ATC
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)	
1000′	(659′ -	200m)
1660′	(1319′ -	400m)
2680′	(2339′ -	700m)

CHANGES: MSA.

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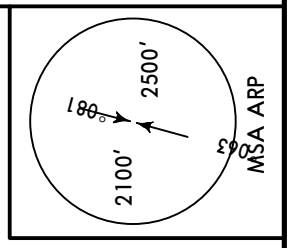
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2309′**)

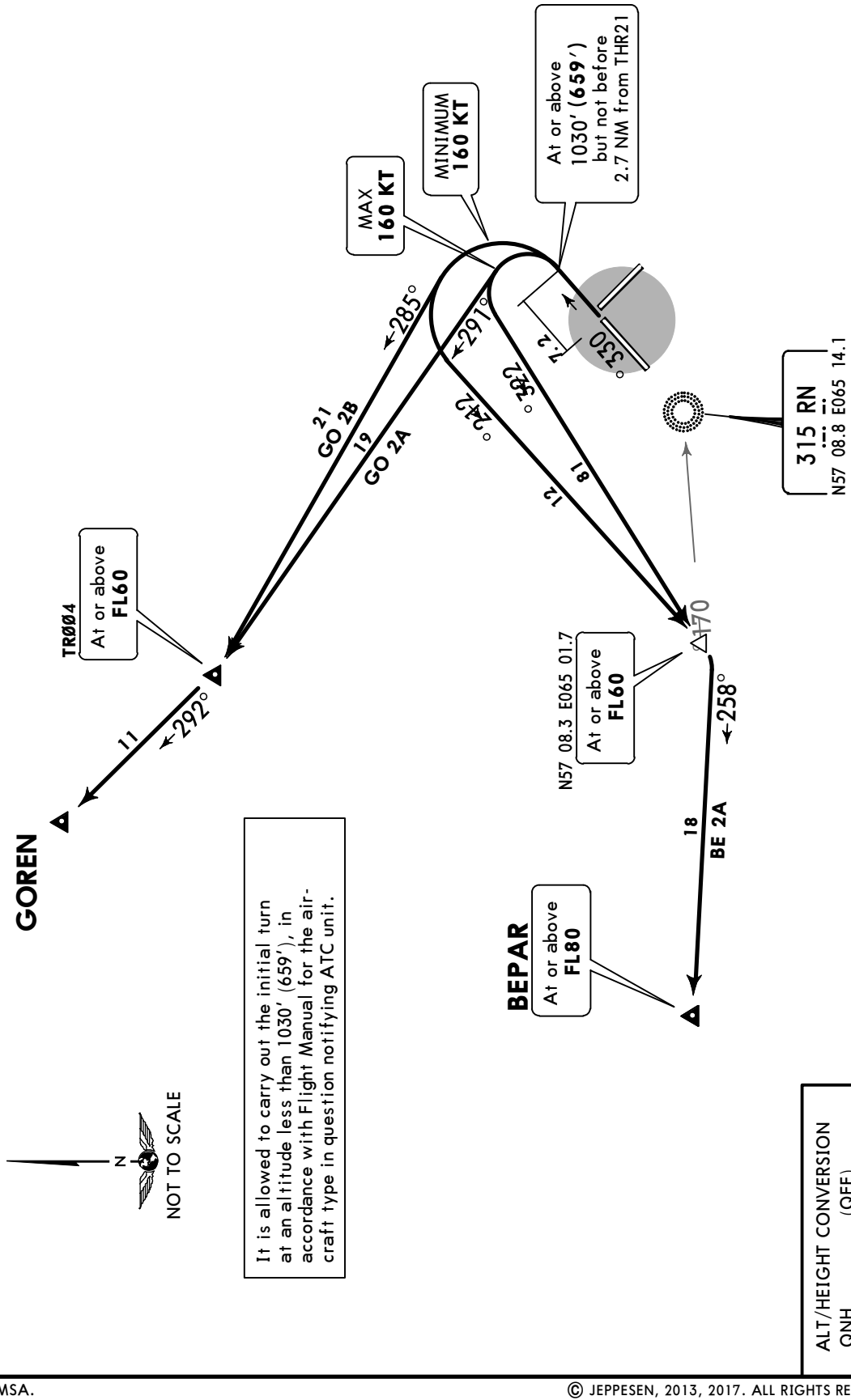
BEPAR 2A (BE 2A)

GOREN 2A (GO 2A), GOREN 2B (GO 2B)

BY ATC

RWY 03 DEPARTURES





ALT/HEIGHT CONVERSION (QFE)	
QNH	
1030′	(659′ - 200m)
2680′	(2309′ - 700m)

CHANGES: MSA.

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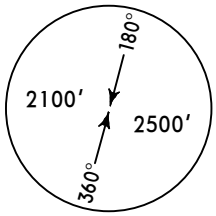
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2335′**)



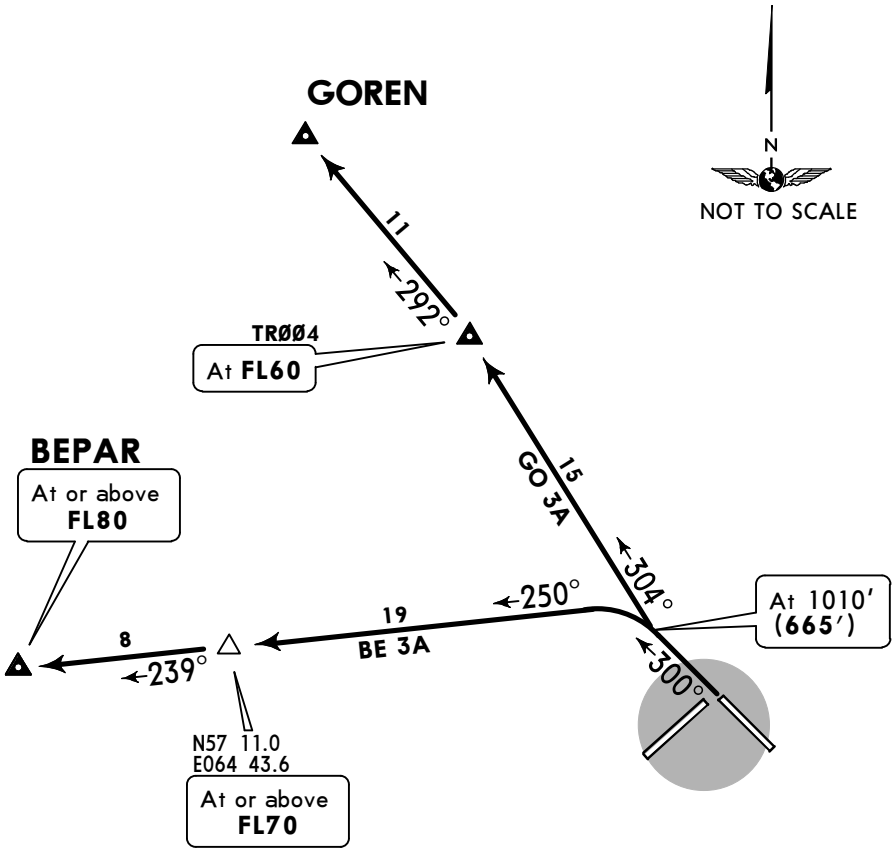
MSA ARP

BEPAR 3A (BE 3A)

GOREN 3A (GO 3A)

BY ATC

RWY 30 DEPARTURES



It is allowed to carry out the initial turn at an altitude less than 1010′ (665′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1010′	(**665′ - 200m**)
2680′	(**2335′ - 700m**)

CHANGES: MSA.

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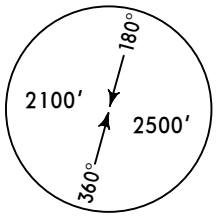
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2365′**)



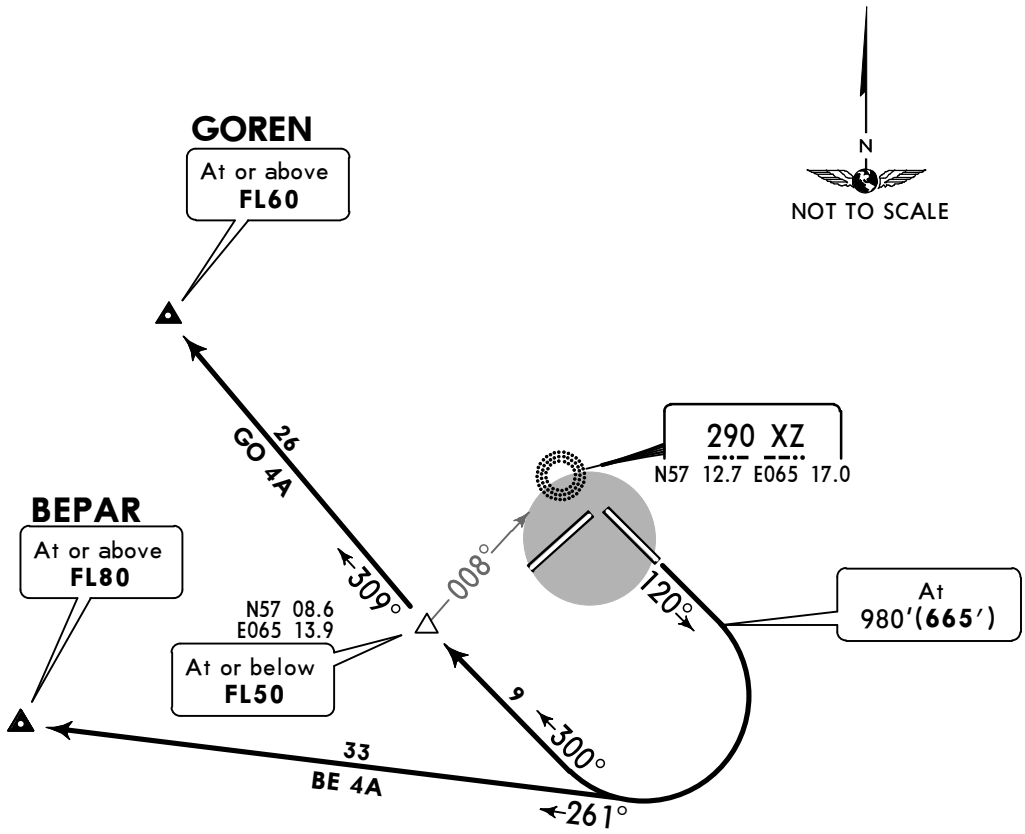
MSA ARP

BEPAR 4A (BE 4A)

GOREN 4A (GO 4A)

BY ATC

RWY 12 DEPARTURES



It is allowed to carry out the initial turn at an altitude less than 980′ (665′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION

QNH	(QFE)	
980′	(665′ -	200m)
2680′	(2365′ -	700m)

CHANGES: MSA.

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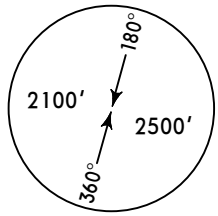
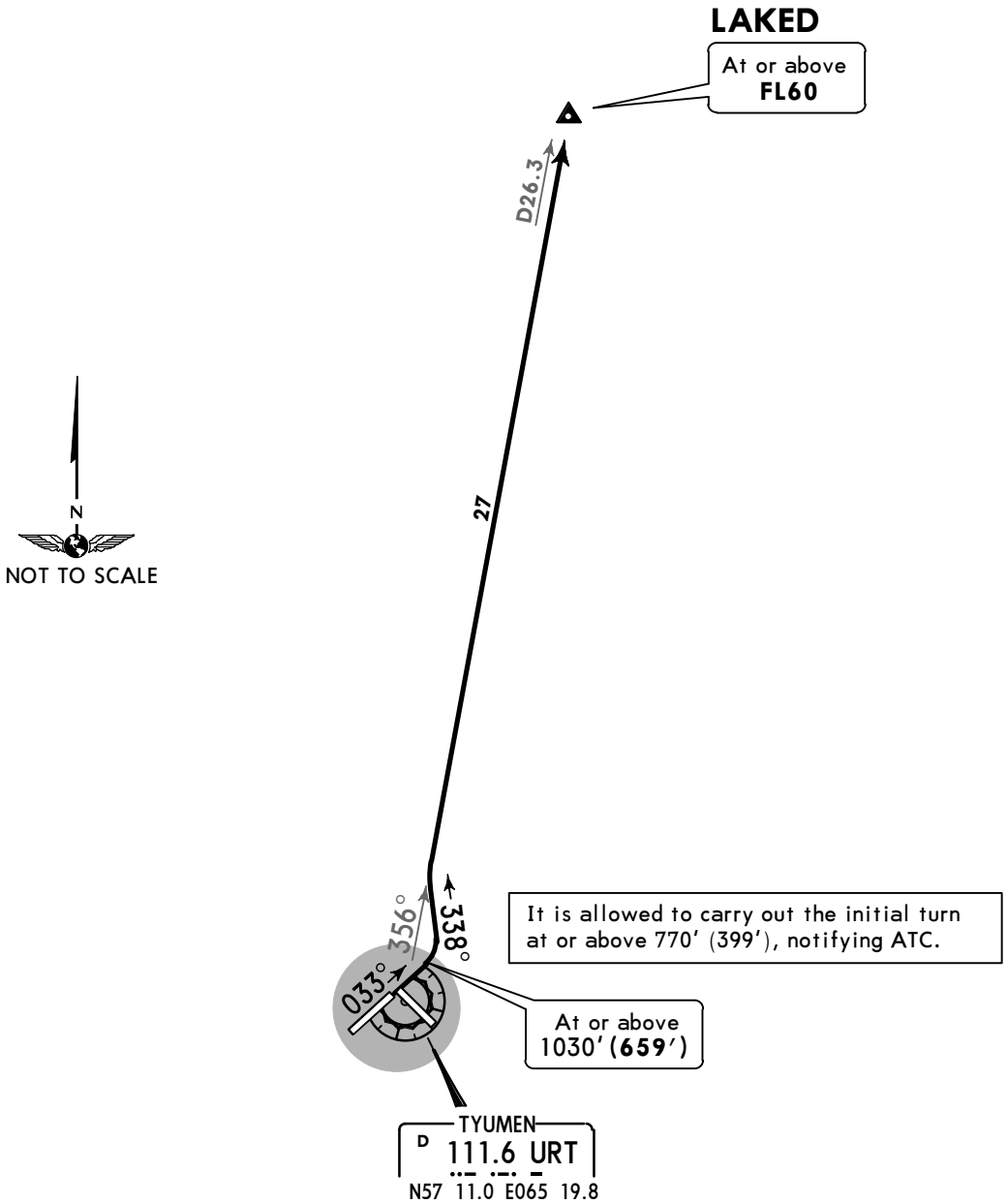
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2309′**)

LAKED 8 [LAKED8]
RWY 03 DEPARTURE



MSA ARP



ALT/HEIGHT CONVERSION

QNH	(QFE)	
770′	(**399′** -	**120m**)
1030′	(**659′** -	**200m**)
2680′	(**2309′** -	**700m**)

ROUTING

Climb on 033° track, at or above 1030′ (659′) turn LEFT, 338° track, intercept URT R-356 to LAKED.

CHANGES: New chart (new procedure at this airport).

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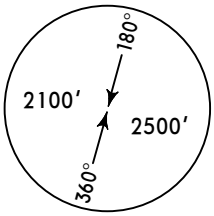
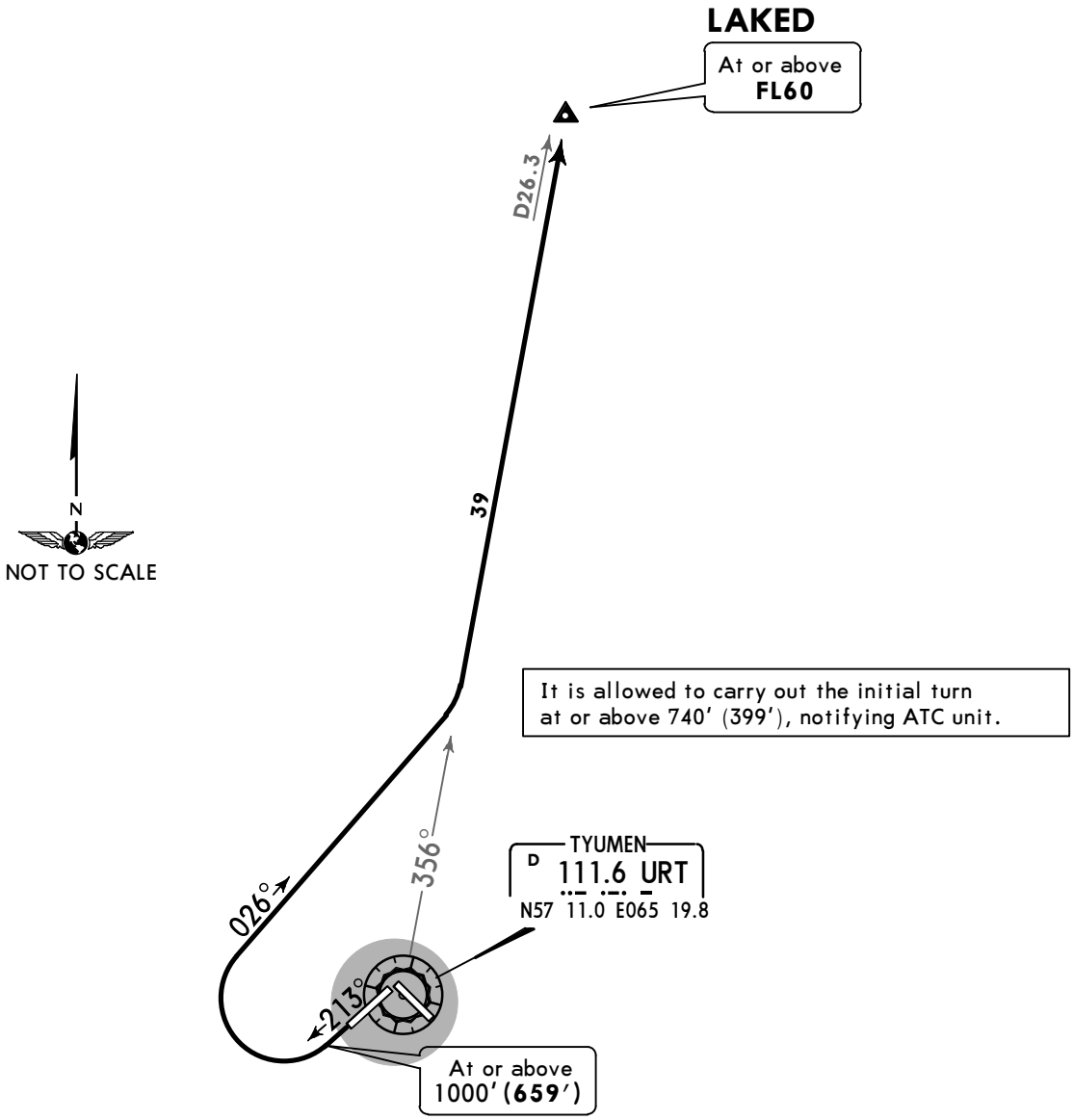
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2339′**)



MSA ARP

LAKED 10 [LAKE10]
RWY 21 DEPARTURE



ALT/HEIGHT CONVERSION

QNH	(QFE)	
740′	(**399′** -	**120m**)
1000′	(**659′** -	**200m**)
2680′	(**2339′** -	**700m**)

ROUTING

Climb on 213° track, at or above 1000′ (659′) turn RIGHT, 026° track, URT R-356 to LAKED.

CHANGES: New chart (new procedure at this airport).

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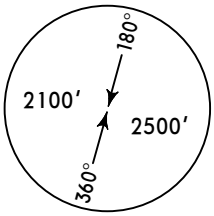
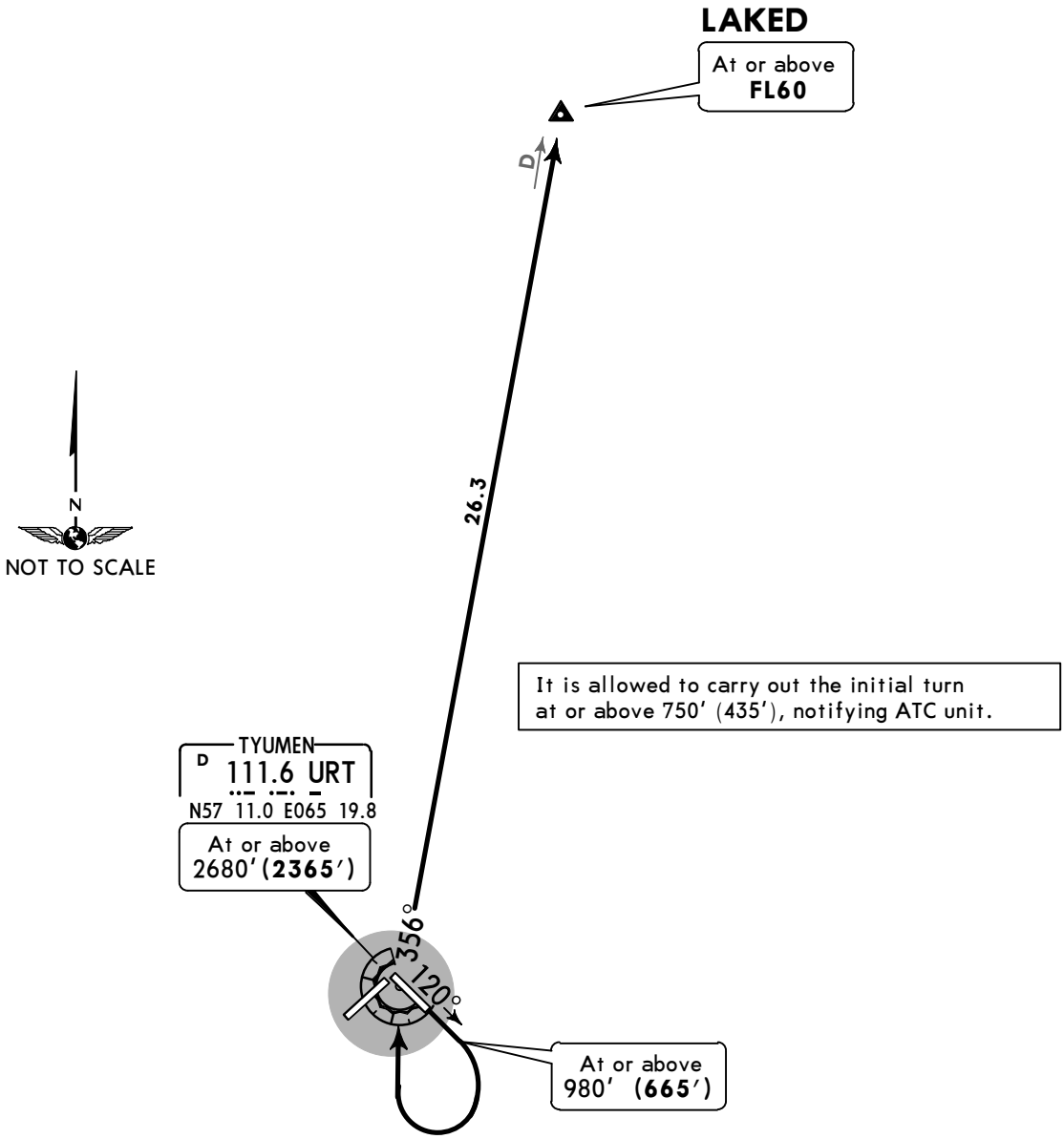
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2365′**)



MSA ARP

LAKED 14 [LAKE14]
RWY 12 DEPARTURE



ALT/HEIGHT CONVERSION

QNH	(QFE)	
750′	(435′ -	130m)
980′	(665′ -	200m)
2680′	(2365′ -	700m)

ROUTING

Climb on 120° track, at or above 980′ (665′) turn RIGHT to URT VOR, URT R-356 to LAKED.

CHANGES: New chart (new procedure at this airport).

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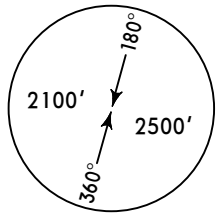
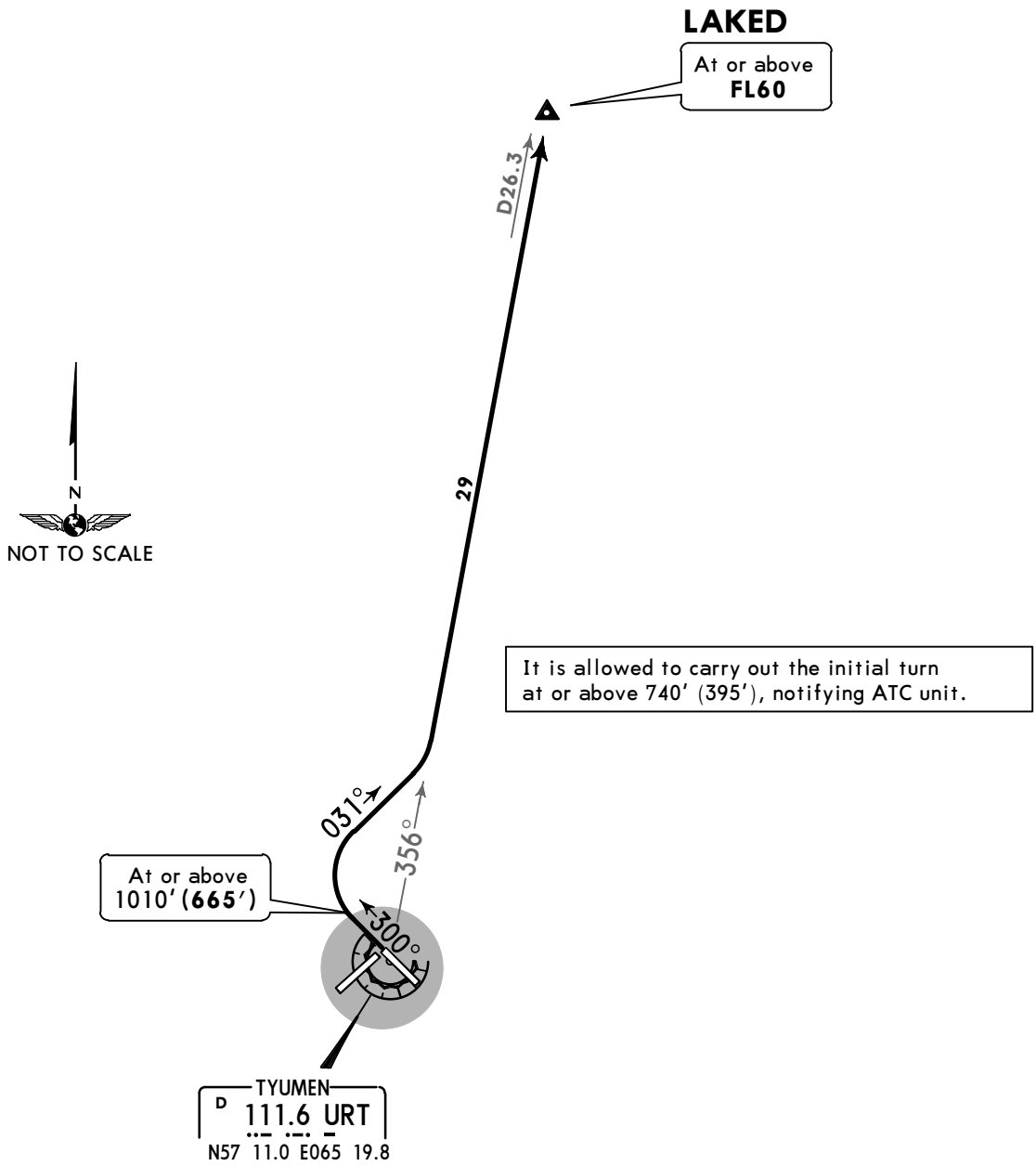
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2335′**)

LAKED 16 [LAKE16]
RWY 30 DEPARTURE



MSA ARP



ALT/HEIGHT CONVERSION

QNH	(QFE)	
740′	(395′ -	120m)
1010′	(665′ -	200m)
2680′	(2335′ -	700m)

ROUTING

Climb on 300° track, at or above 1010′ (665′) turn RIGHT, 031° track, intercept URT R-356 to LAKED.

CHANGES: New chart (new procedures at this airport).

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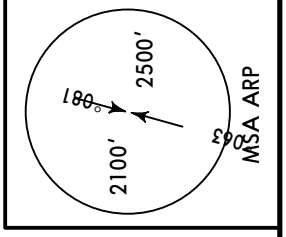
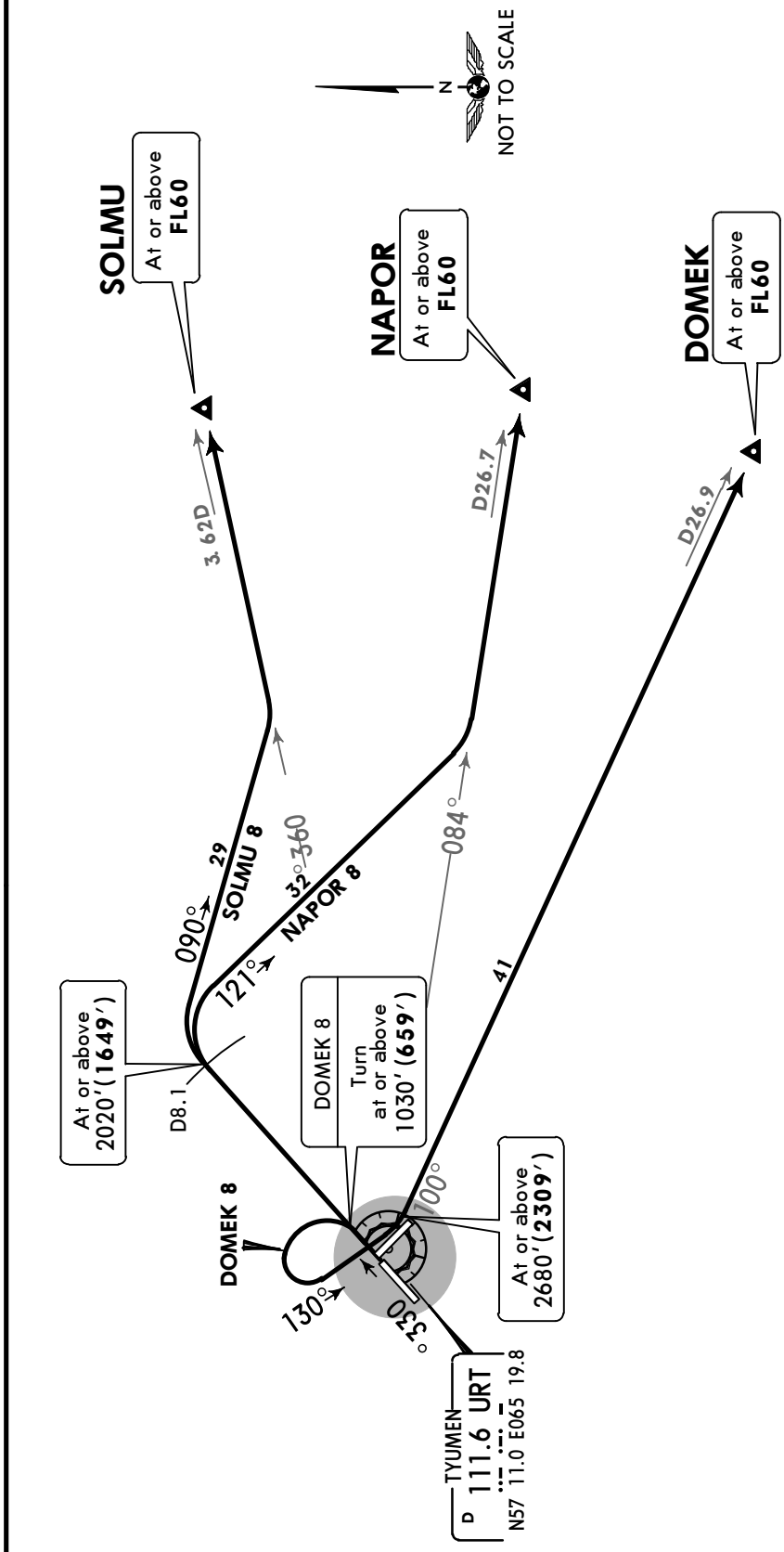
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2339′**)

DOMEK 8 [DOMEK8]
NAPOR 8 [NAPOR8]
SOLMU 8 [SOLMU8]
RWY 03 DEPARTURES





ALT/HEIGHT CONVERSION
QNH (QFE)
1030′ (659′ - 200m)
2020′ (1649′ - 500m)
2680′ (2309′ - 700m)

SID	ROUTING
DOMEK 8	Climb on 033° track, at or above 1030′ (659′) turn LEFT, 130° track, at or above 2680′ (2309′) intercept URT R-100 to DOMEK.
NAPOR 8	Climb on 033° track, at D8.1 URT turn RIGHT, 121° track, intercept URT R-084 to NAPOR.
SOLMU 8	Climb on 033° track, at D8.1 URT turn RIGHT, 090° track, intercept URT R-063 to SOLMU.

CHANGES: New chart (new procedures at this airport).

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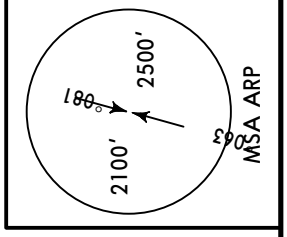
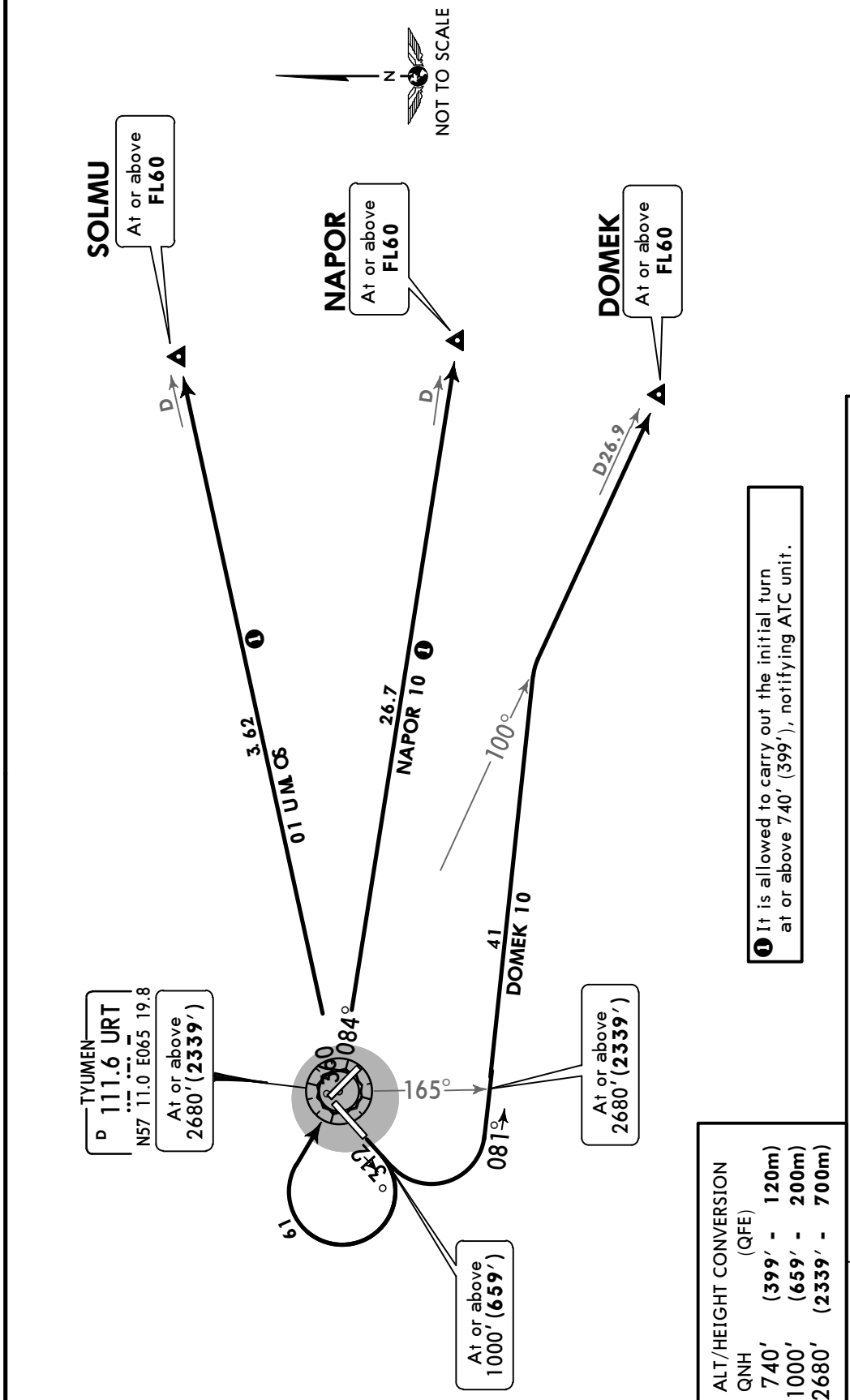
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2339′**)

DOMEK 10 [DOME10]
NAPOR 10 [NAPO10]
SOLMU 10 [SOLM10]
RWY 21 DEPARTURES





❶ It is allowed to carry out the initial turn at or above 740′ (399′), notifying ATC unit.

ALT/HEIGHT CONVERSION (QFE)

QNH	
740′	(399′ - 120m)
1000′	(659′ - 200m)
2680′	(2339′ - 700m)

SID	ROUTING
DOMEK 10	Climb on 213° track, at or above 1000′ (659′) turn LEFT, 081° track, intercept URT R-100 to DOMEK.
NAPOR 10	Climb on 213° track, at or above 1000′ (659′) turn RIGHT to URT VOR, URT R-084 to NAPOR.
SOLMU 10	Climb on 213° track, at or above 1000′ (659′) turn RIGHT to URT VOR, URT R-063 to SOLMU.

CHANGES: New chart (new procedure at this airport).

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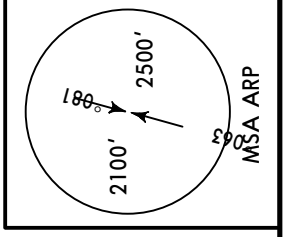
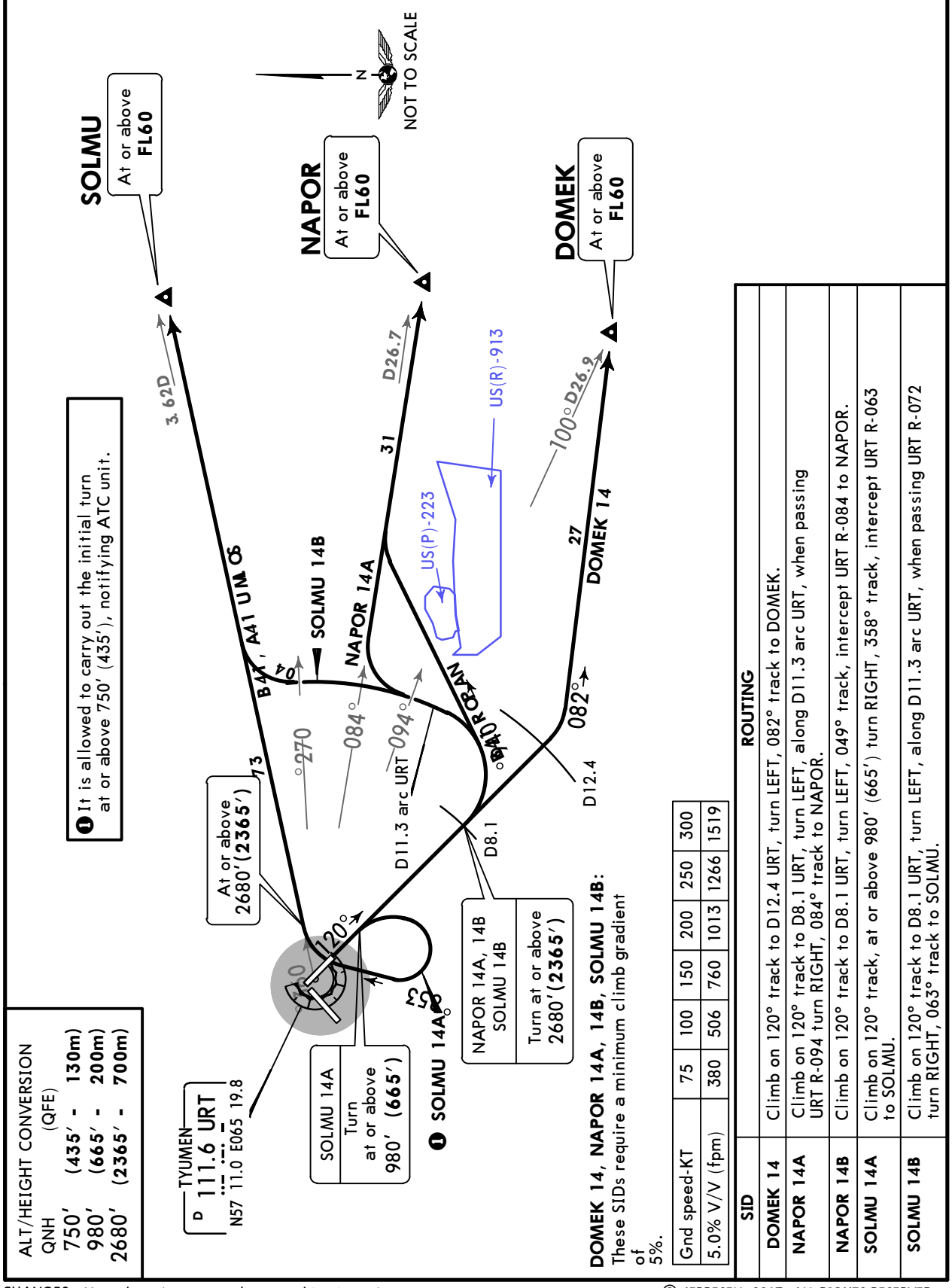
Apt Elev	
377′	QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2365′)

DOMEK 14 [DOME14]
NAPOR 14A [NAP14A]
SOLMU 14A [SOL14A]
SOLMU 14B [SOL14B]
RWY 12 DEPARTURES

NAPOR 14B [NAP14B]
BY ATC
WHEN US(P)-223 & US(R)-913
NOT ACTIVE





ALT/HEIGHT CONVERSION

QNH	(QFE)	
750′	(435′)	130m)
980′	(665′)	200m)
2680′	(2365′)	700m)

DOMEK 14, NAPOR 14A, 14B, SOLMU 14B:
These SIDs require a minimum climb gradient of 5%.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
DOMEK 14	Climb on 120° track to D12.4 URT, turn LEFT, 082° track to DOMEK.
NAPOR 14A	Climb on 120° track to D8.1 URT, turn LEFT, along D11.3 arc URT, when passing URT R-094 turn RIGHT, 084° track to NAPOR.
NAPOR 14B	Climb on 120° track to D8.1 URT, turn LEFT, 049° track, intercept URT R-084 to NAPOR.
SOLMU 14A	Climb on 120° track, at or above 980′ (665′) turn RIGHT, 358° track, intercept URT R-063 to SOLMU.
SOLMU 14B	Climb on 120° track to D8.1 URT, turn LEFT, along D11.3 arc URT, when passing URT R-072 turn RIGHT, 063° track to SOLMU.

CHANGES: New chart (new procedures at this airport).

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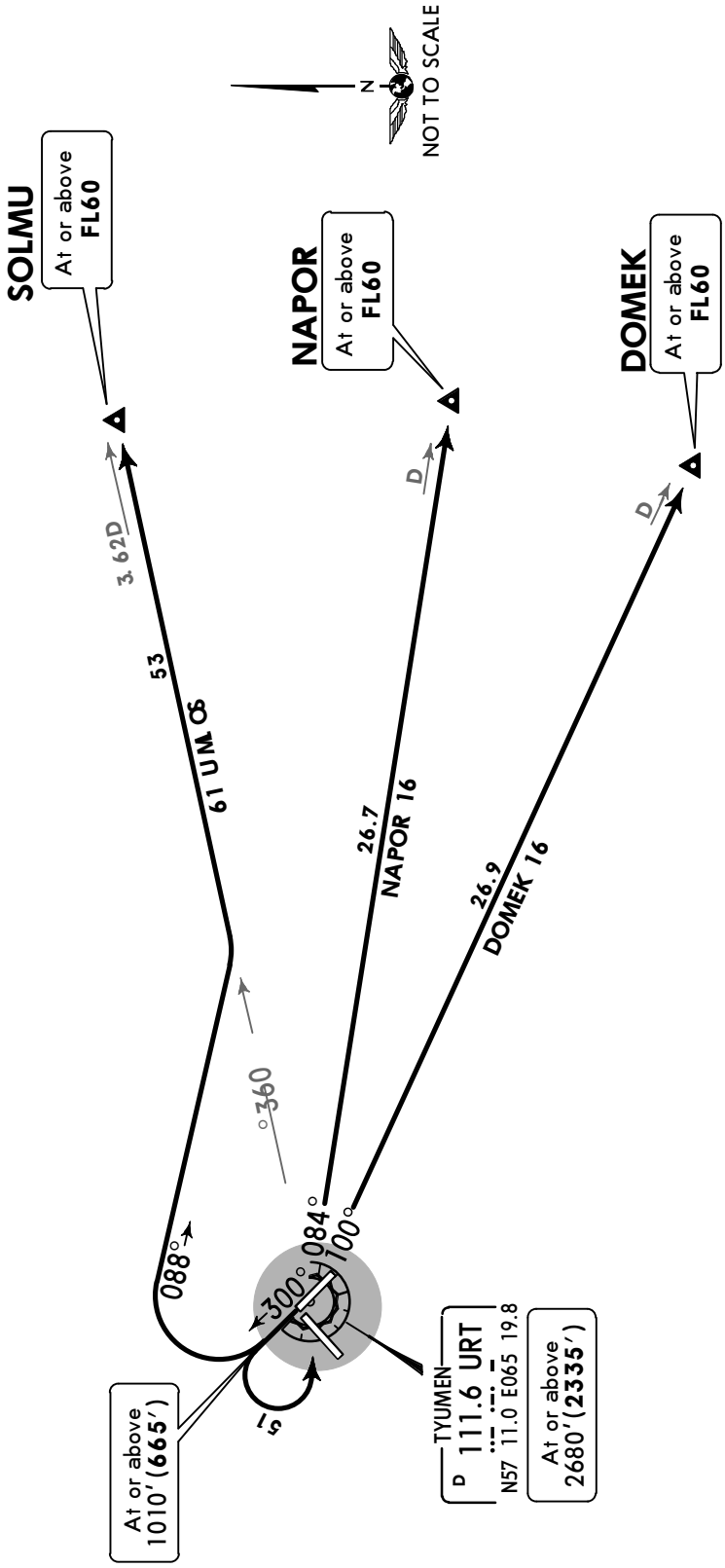
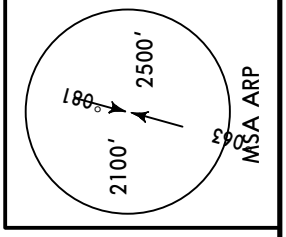
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2335′**)

DOMEK 16 [DOME16]
NAPOR 16 [NAPO16]
SOLMU 16 [SOLM16]
RWY 30 DEPARTURES





It is allowed to carry out the initial turn at or above 740′ (395′), notifying ATC unit.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
740′	(**395′ - 120m**)
1010′	(**665′ - 200m**)
2680′	(**2335′ - 700m**)

SID	ROUTING
DOMEK 16	Climb on 300° track, at or above 1010′ (665′) turn LEFT to URT VOR, URT R-100 to DOMEK.
NAPOR 16	Climb on 300° track, at or above 1010′ (665′) turn LEFT to URT VOR, URT R-084 to NAPOR.
SOLMU 16	Climb on 300° track, at or above 1010′ (665′) turn RIGHT, 088° track, intercept URT R-063 to SOLMU.

CHANGES: New chart (new procedures at this airport).

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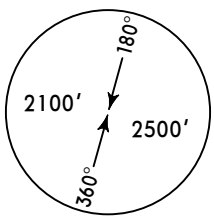
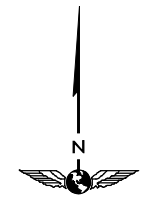
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2309′**)

BUKOS 8 [BUKOS8], KEGIR 8 [KEGIR8]
RWY 03 DEPARTURE



MSA ARP

It is allowed to carry out the initial turn at or above 770′ (399′), notifying ATC.



NOT TO SCALE

203°
15
033°
220°
165°

At or above 1030′ (**659′**)

TYUMEN
D 111.6 URT
N57 11.0 E065 19.8

At or above 2680′ (**2309′**)

41
BUKOS 8

D28.2

BUKOS

At or above **FL60**

24.6
KEGIR 8

D

KEGIR

At or above **FL60**

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
770′	(**399′** -	**120m**)
1030′	(**659′** -	**200m**)
2680′	(**2309′** -	**700m**)

SID	ROUTING
BUKOS 8	Climb on 033° track, at or above 1030′ (659′) turn LEFT, 203° track, intercept URT R-220 to BUKOS.
KEGIR 8	Climb on 033° track, at or above 1030′ (659′) turn LEFT to URT VOR, URT R-165 to KEGIR.

CHANGES: New chart (new procedure at this airport).

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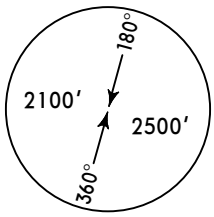
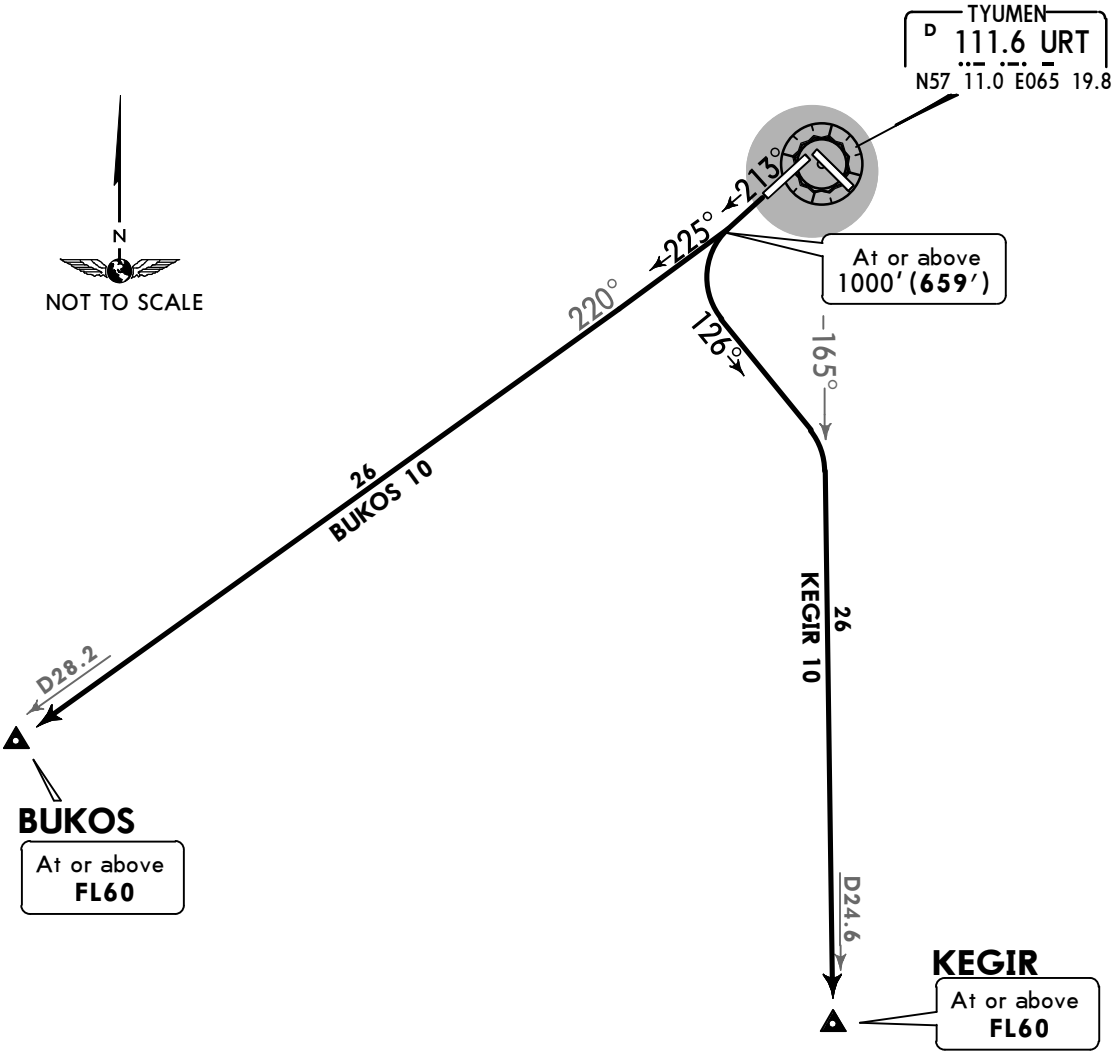
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2339′**)



MSA ARP

BUKOS 10 [BUKO10], KEGIR 10 [KEGI10]
RWY 21 DEPARTURES



It is allowed to carry out the initial turn at or above 740′ (399′), notifying ATC unit.

ALT/HEIGHT CONVERSION

QNH	(QFE)	
740′	(399′ -	120m)
1000′	(659′ -	200m)
2680′	(2339′ -	700m)

SID	ROUTING
BUKOS 10	Climb on 213° track, at or above 1000′ (659′) turn RIGHT, 225° track, intercept URT R-220 to BUKOS.
KEGIR 10	Climb on 213° track, at or above 1000′ (659′) turn LEFT, 126° track, intercept URT R-165 to KEGIR.

CHANGES: New chart (new procedure at this airport).

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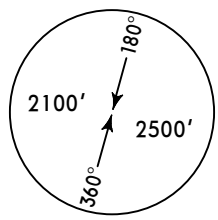
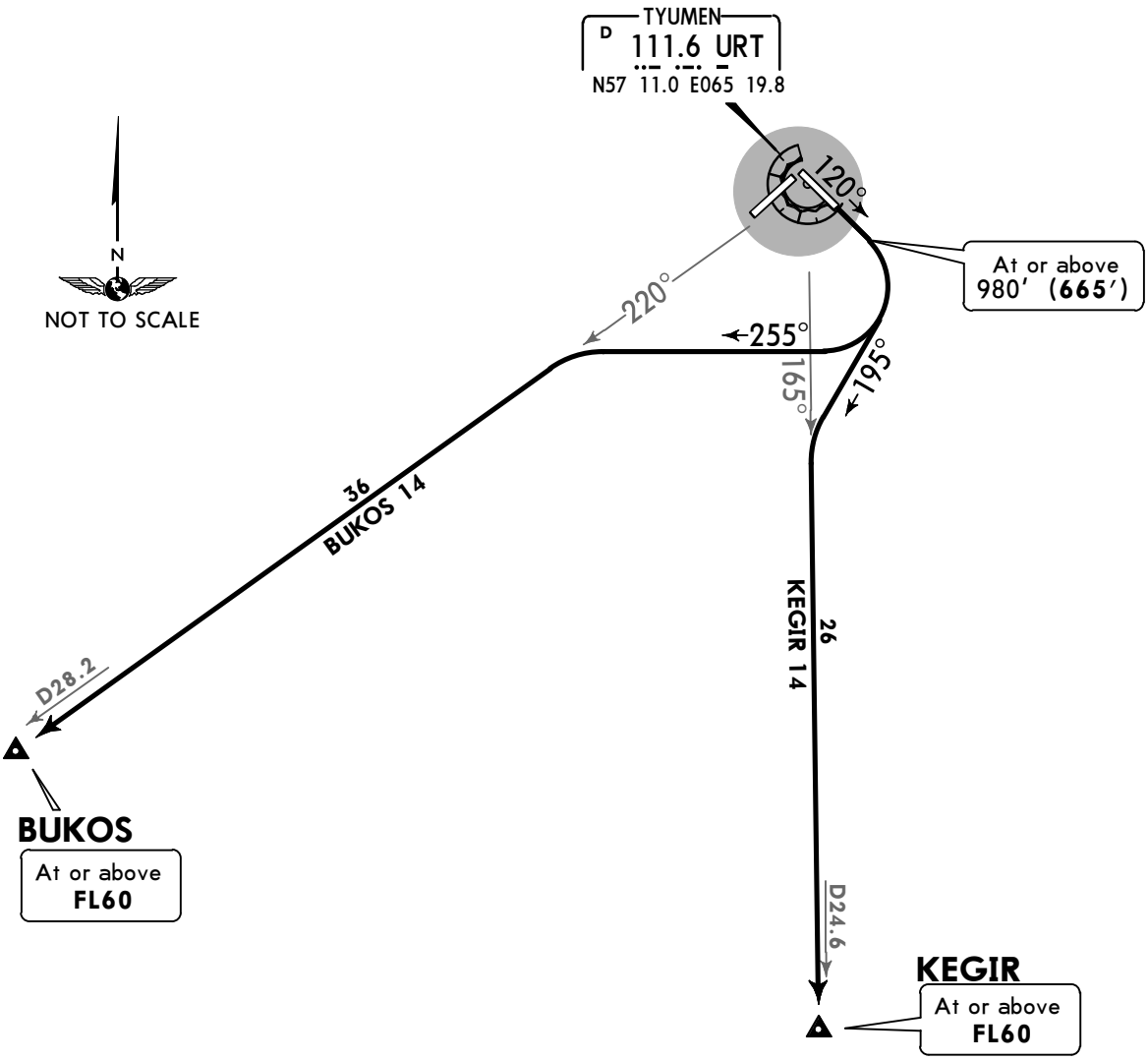
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2365′**)

BUKOS 14 [BUKO14], KEGIR 14 [KEGI14]
RWY 12 DEPARTURES



MSA ARP



It is allowed to carry out the initial turn at or above 750′ (435′), notifying ATC unit.

ALT/HEIGHT CONVERSION

QNH	(QFE)	
750′	(435′ -	130m)
980′	(665′ -	200m)
2680′	(2365′ -	700m)

SID	ROUTING
BUKOS 14	Climb on 120° track, at or above 980′ (665′) turn RIGHT, 255° track, intercept URT R-220 to BUKOS.
KEGIR 14	Climb on 120° track, at or above 980′ (665′) turn RIGHT, 195° track, intercept URT R-165 to KEGIR.

CHANGES: New chart (new procedures at this airport).

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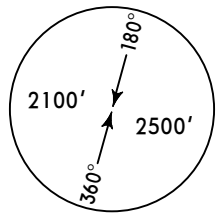
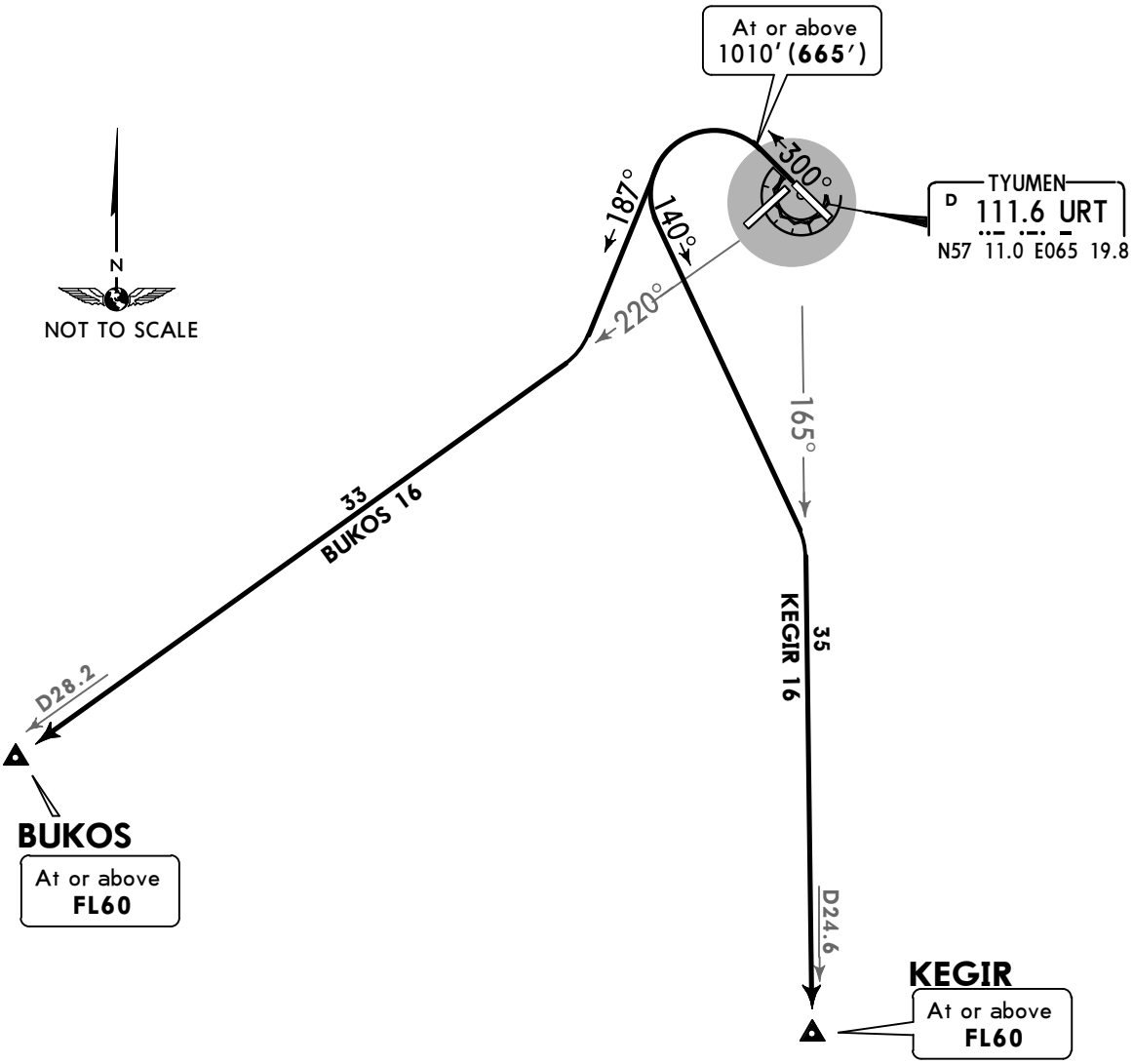
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2335′**)

BUKOS 16 [BUKO16], KEGIR 16 [KEGI16]
RWY 30 DEPARTURES



MSA ARP



It is allowed to carry out the initial turn at or above 740′ (395′), notifying ATC unit.

ALT/HEIGHT CONVERSION

QNH	(QFE)	
740′	(395′ -	120m)
1010′	(665′ -	200m)
2680′	(2335′ -	700m)

SID	ROUTING
BUKOS 16	Climb on 300° track, at or above 1010′ (665′) turn LEFT, 187° track, intercept URT R-220 to BUKOS.
KEGIR 16	Climb on 300° track, at or above 1010′ (665′) turn LEFT, 140° track, intercept URT R-165 to KEGIR.

CHANGES: New chart (new procedures at this airport).

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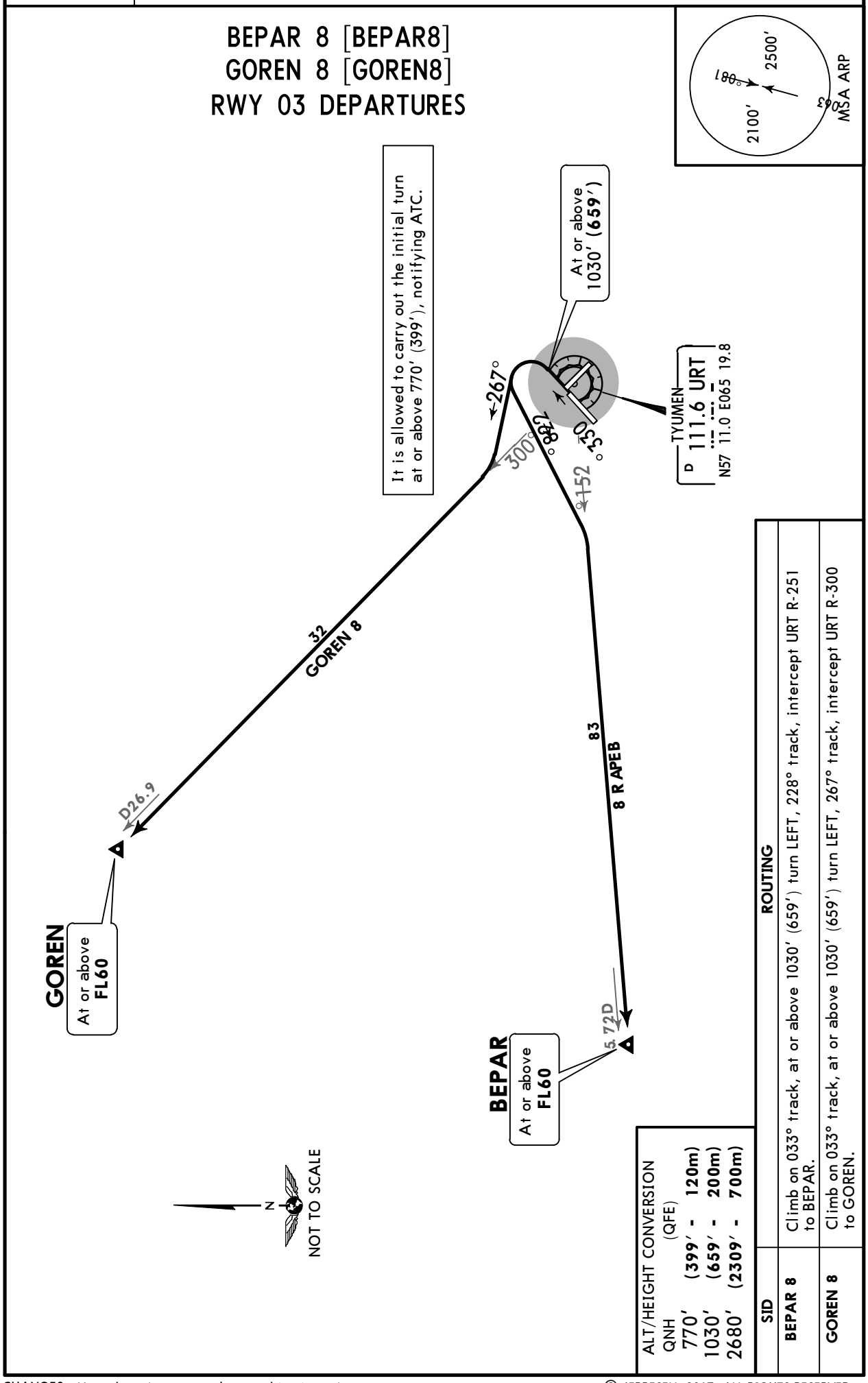
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2309′**)

BEPAR 8 [BEPAR8]
GOREN 8 [GOREN8]
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
770′	(399′ - 120m)
1030′	(659′ - 200m)
2680′	(2309′ - 700m)

SID	ROUTING
BEPAR 8	Climb on 033° track, at or above 1030′ (659′) turn LEFT, 228° track, intercept URT R-251 to BEPAR.
GOREN 8	Climb on 033° track, at or above 1030′ (659′) turn LEFT, 267° track, intercept URT R-300 to GOREN.

CHANGES: New chart (new procedure at this airport).

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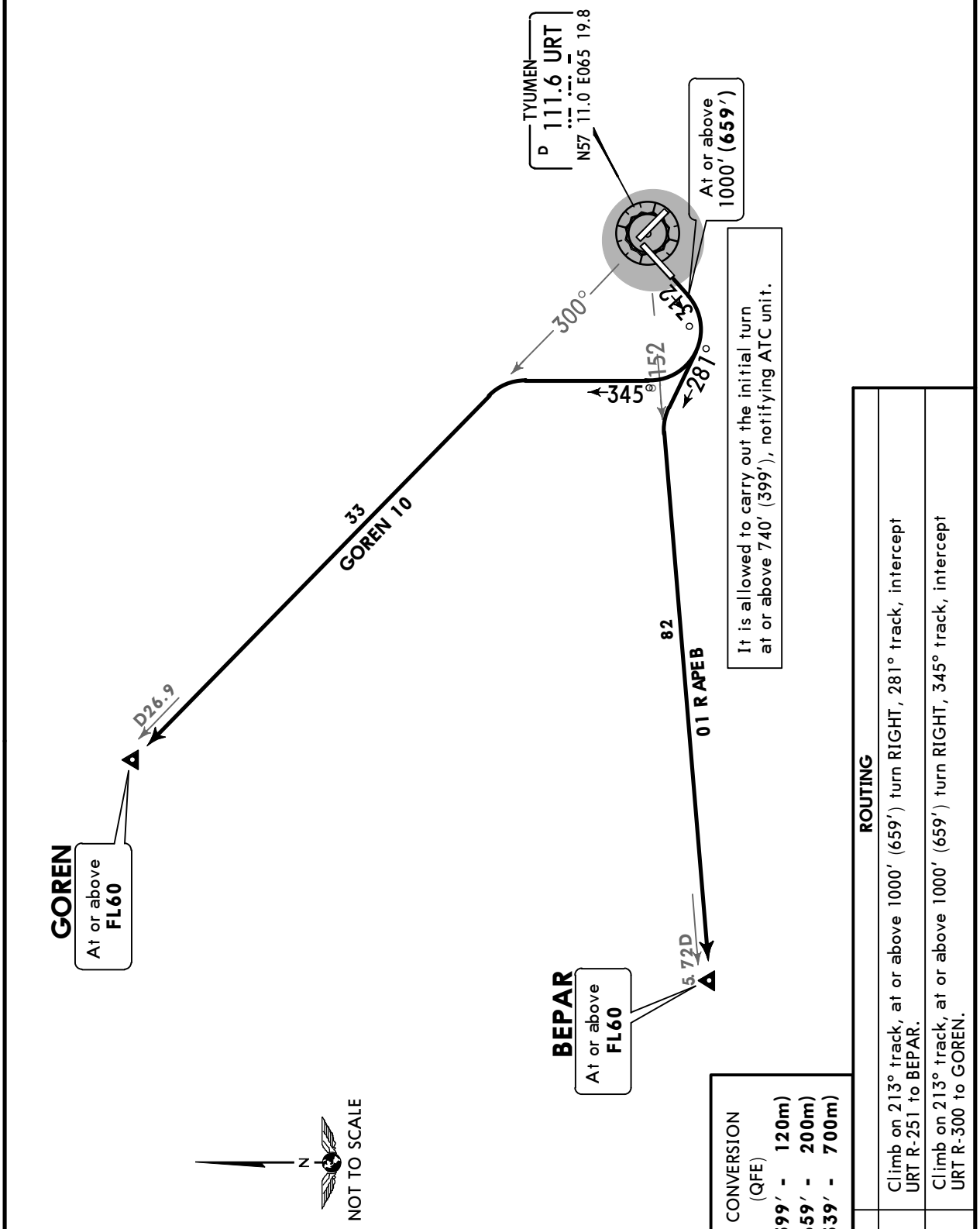
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2339**)

BEPAR 10 [BEPA10]
GOREN 10 [GORE10]
RWY 21 DEPARTURES



It is allowed to carry out the initial turn at or above 740′ (399′), notifying ATC unit.

ALT/HEIGHT CONVERSION (QFE)

QNH		
740′	(399′ -	120m)
1000′	(659′ -	200m)
2680′	(2339′ -	700m)

SID	ROUTING
BEPAR 10	Climb on 213° track, at or above 1000′ (659′) turn RIGHT, 281° track, intercept URT R-251 to BEPAR.
GOREN 10	Climb on 213° track, at or above 1000′ (659′) turn RIGHT, 345° track, intercept URT R-300 to GOREN.

CHANGES: New chart (new procedure at this airport).

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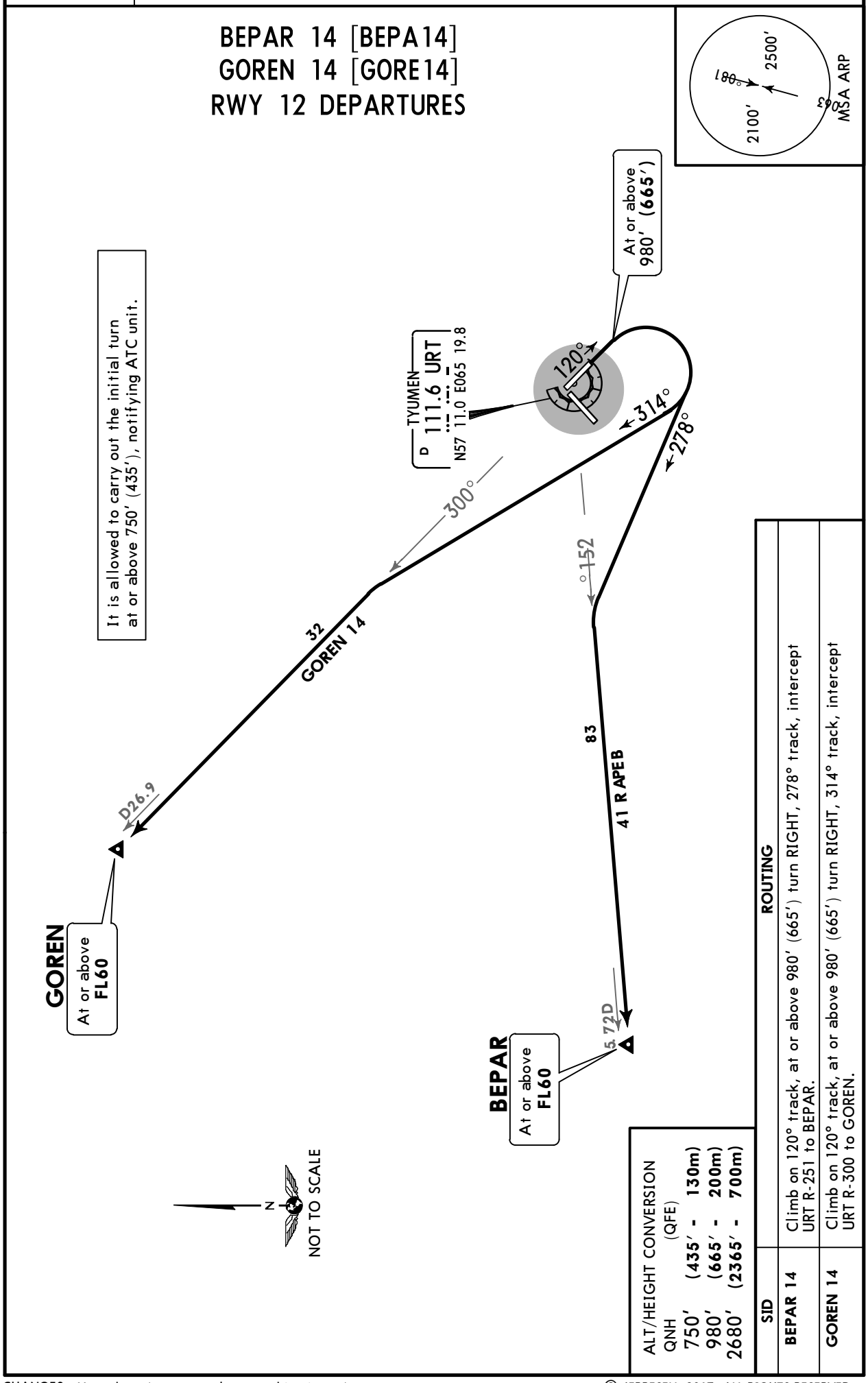
Apt Elev	
377′	QNH on request (**QFE**) Trans level: FL40 Trans alt: 2680′ (**2365′**)

BEPAR 14 [BEPA14]
GOREN 14 [GORE14]
RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION
(QFE)

QNH		
750′	(435′ -	130m)
980′	(665′ -	200m)
2680′	(2365′ -	700m)

SID	ROUTING
BEPAR 14	Climb on 120° track, at or above 980′ (665′) turn RIGHT, 278° track, intercept URT R-251 to BEPAR.
GOREN 14	Climb on 120° track, at or above 980′ (665′) turn RIGHT, 314° track, intercept URT R-300 to GOREN.

CHANGES: New chart (new procedures at this airport).

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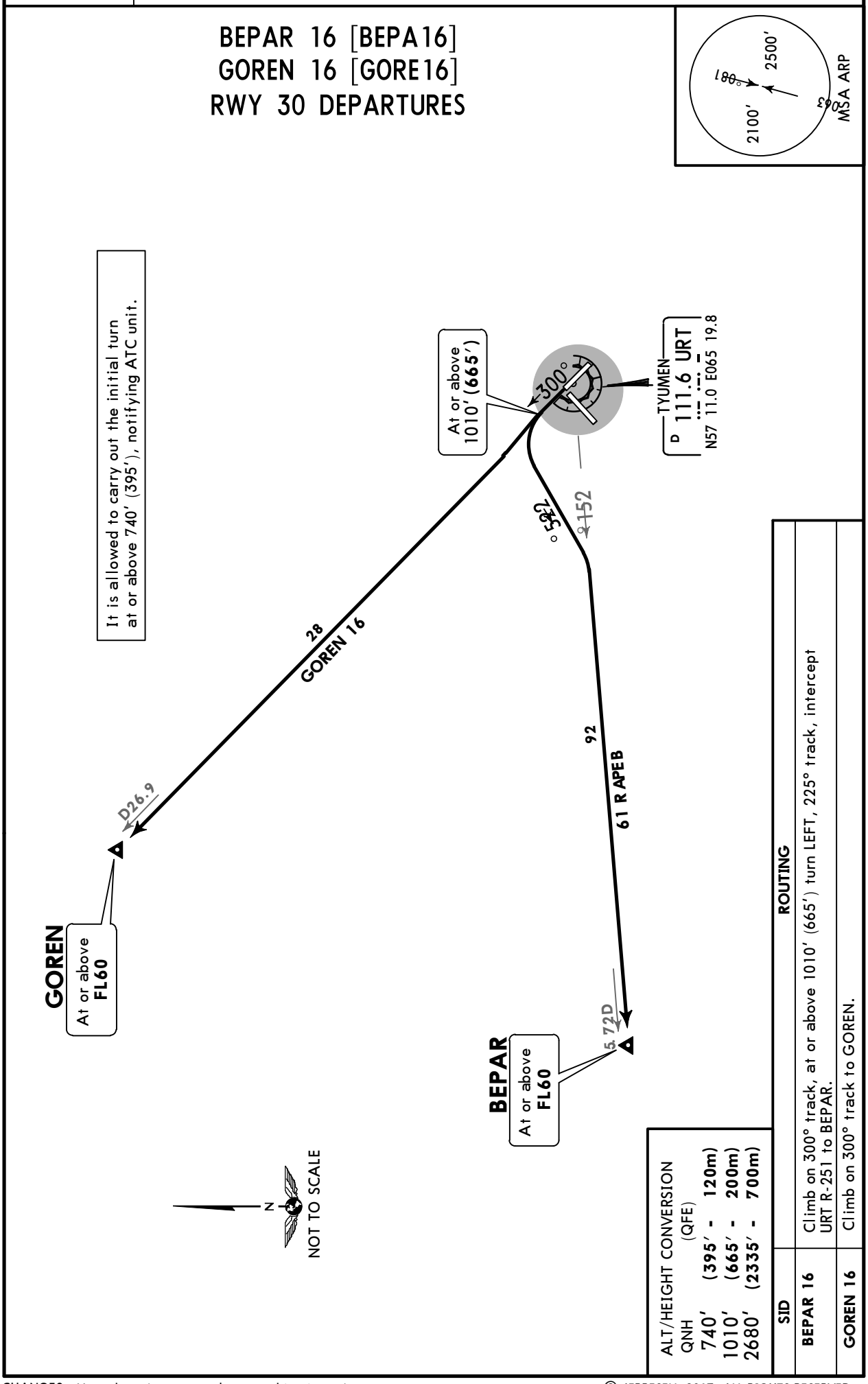
Apt Elev	
377′	QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2335′)

BEPAR 16 [BEPA16]
GOREN 16 [GORE16]
RWY 30 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)

QNH		
740′	(395′ -	120m)
1010′	(665′ -	200m)
2680′	(2335′ -	700m)

SID	ROUTING
BEPAR 16	Climb on 300° track, at or above 1010′ (665′) turn LEFT, 225° track, intercept URT R-251 to BEPAR.
GOREN 16	Climb on 300° track to GOREN.

CHANGES: New chart (new procedures at this airport).

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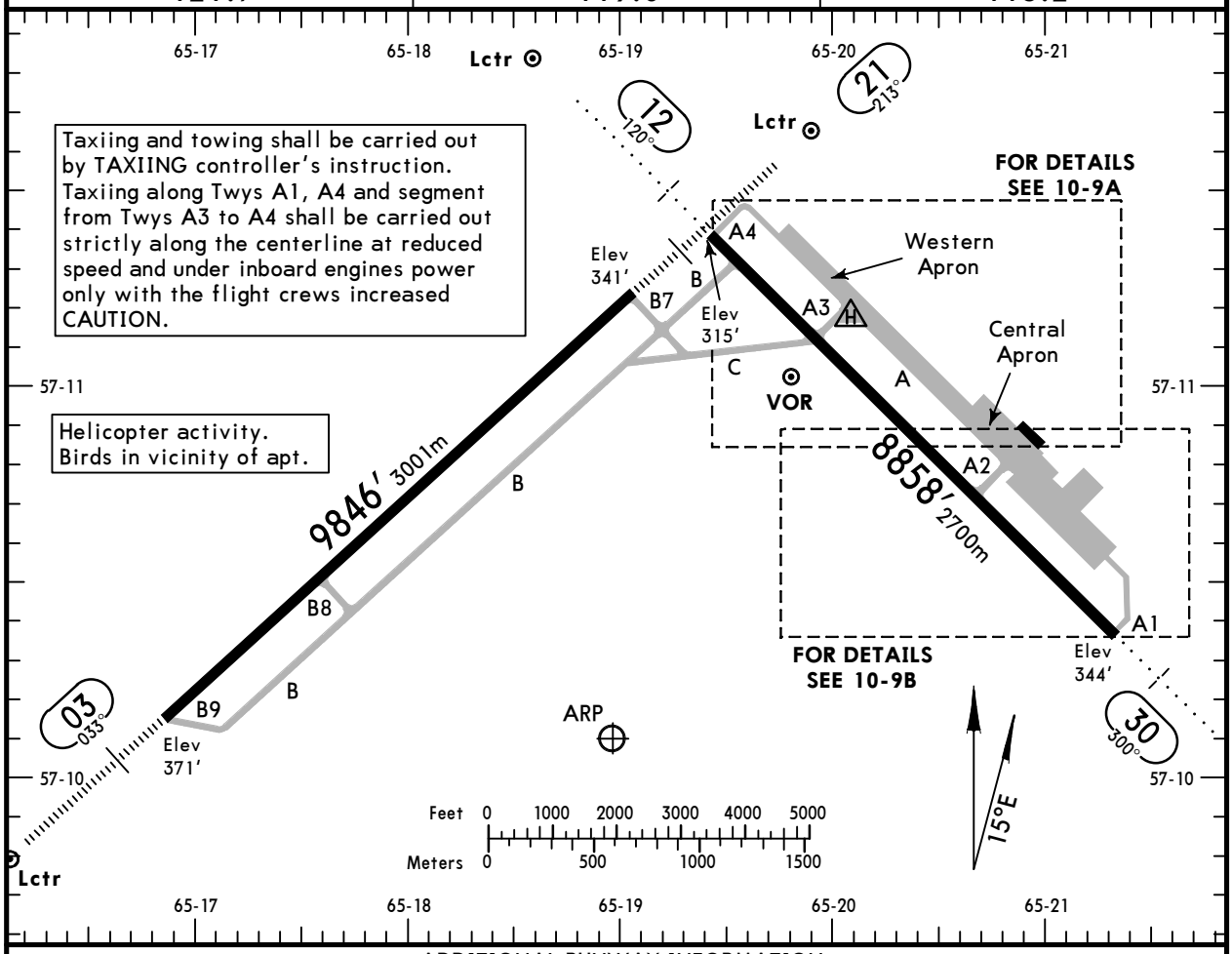
USTR/TJM

Apt Elev **377′**
N57 10.1 E065 19.0

JEPPESEN
11 JAN 19 (10-9)

TYUMEN, RUSSIA
ROSHCHINO

ATIS	TYUMEN Taxiing (GND)	Start (TWR)
121.7	119.0	118.2



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03	HIRL (60m)	HIALS	PAPI-L (2.67°)	RVR		8813′ 2686m	❶	148′ 45m
21	HIRL (60m)	HIALS	PAPI-L (2.67°)	RVR		8935′ 2723m		
12	RL (50m)	ALS	PAPI-L (2.67°)	RVR			❷	164′ 50m
30	RL (50m)	ALS	PAPI-L (3.00°)	RVR		7887′ 2404m		

❶ TAKE-OFF RUN AVAILABLE
RWY 03:
From rwy head 9846′ (3001m)
twy B8 int 6667′ (2032m) ❸

❷ TAKE-OFF RUN AVAILABLE
RWY 12:
From rwy head 8858′ (2700m)
twy A3 int 6588′ (2008m)

RWY 30:
From rwy head 8858′ (2700m)
twy A2 int 5816′ (1773m) ❸

❸ Helicopters only.

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is less than 550m.
The flight crew will be informed when LVP are in progress by ATIS or ATS unit by phrase: "LVP in progress, check your minimums."
It is PROHIBITED to cross the ILS critical area boundary painted on the pavement without TWR controller's permission.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

CHANGES: Usable lengths.

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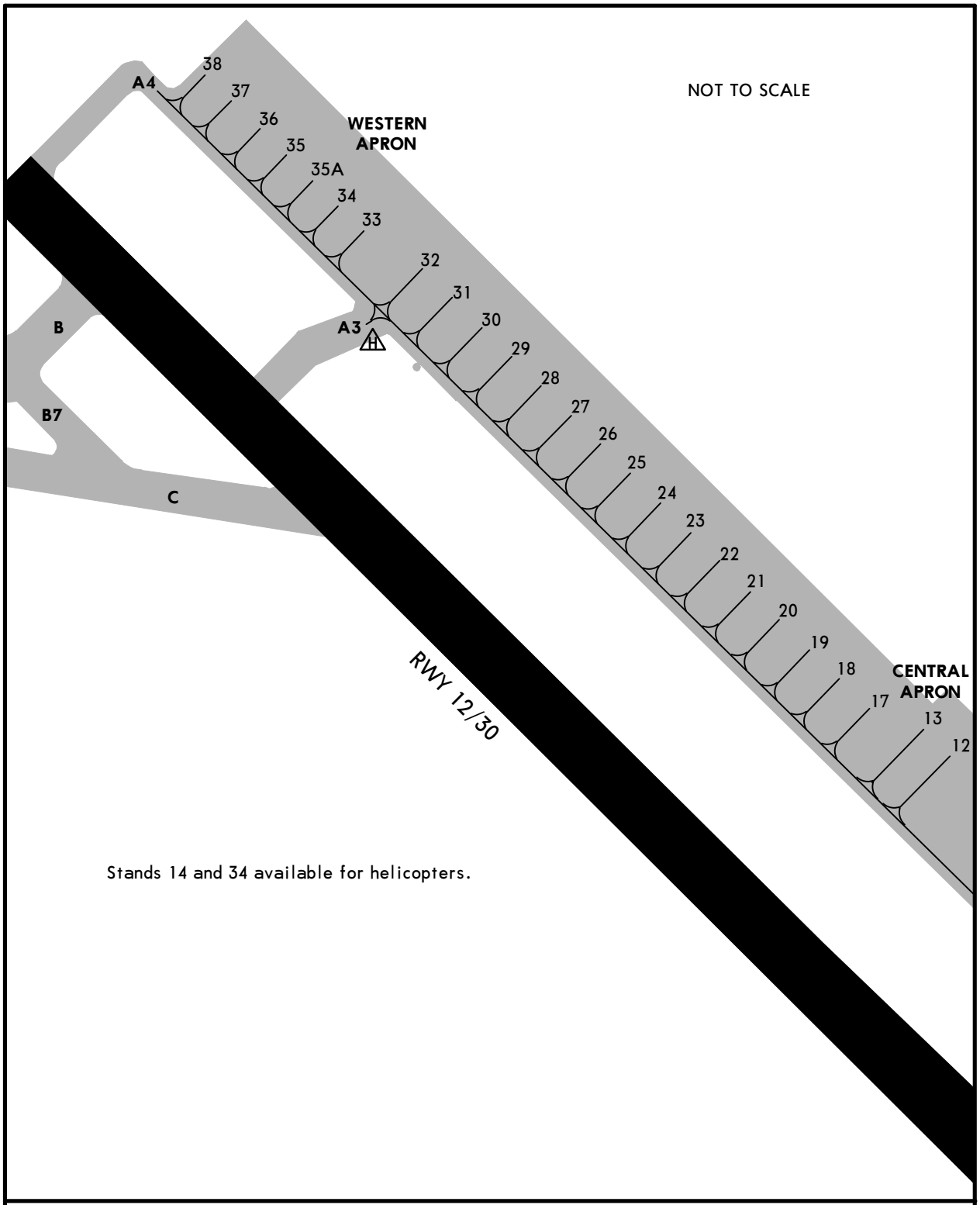

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
12, 13	N57 10.9 E065 20.7	34 thru 35A	N57 11.3 E065 20.0
14 thru 16A	N57 10.6 E065 21.3	36, 37	N57 11.3 E065 19.9
17	N57 11.0 E065 20.7	38	N57 11.4 E065 19.8
18, 19	N57 11.0 E065 20.6		
20 thru 22	N57 11.0 E065 20.5		
23 thru 26	N57 11.1 E065 20.4		
27, 28	N57 11.1 E065 20.3		
29	N57 11.2 E065 20.3		
30 thru 32	N57 11.2 E065 20.2		
33	N57 11.2 E065 20.1		

CHANGES: None.

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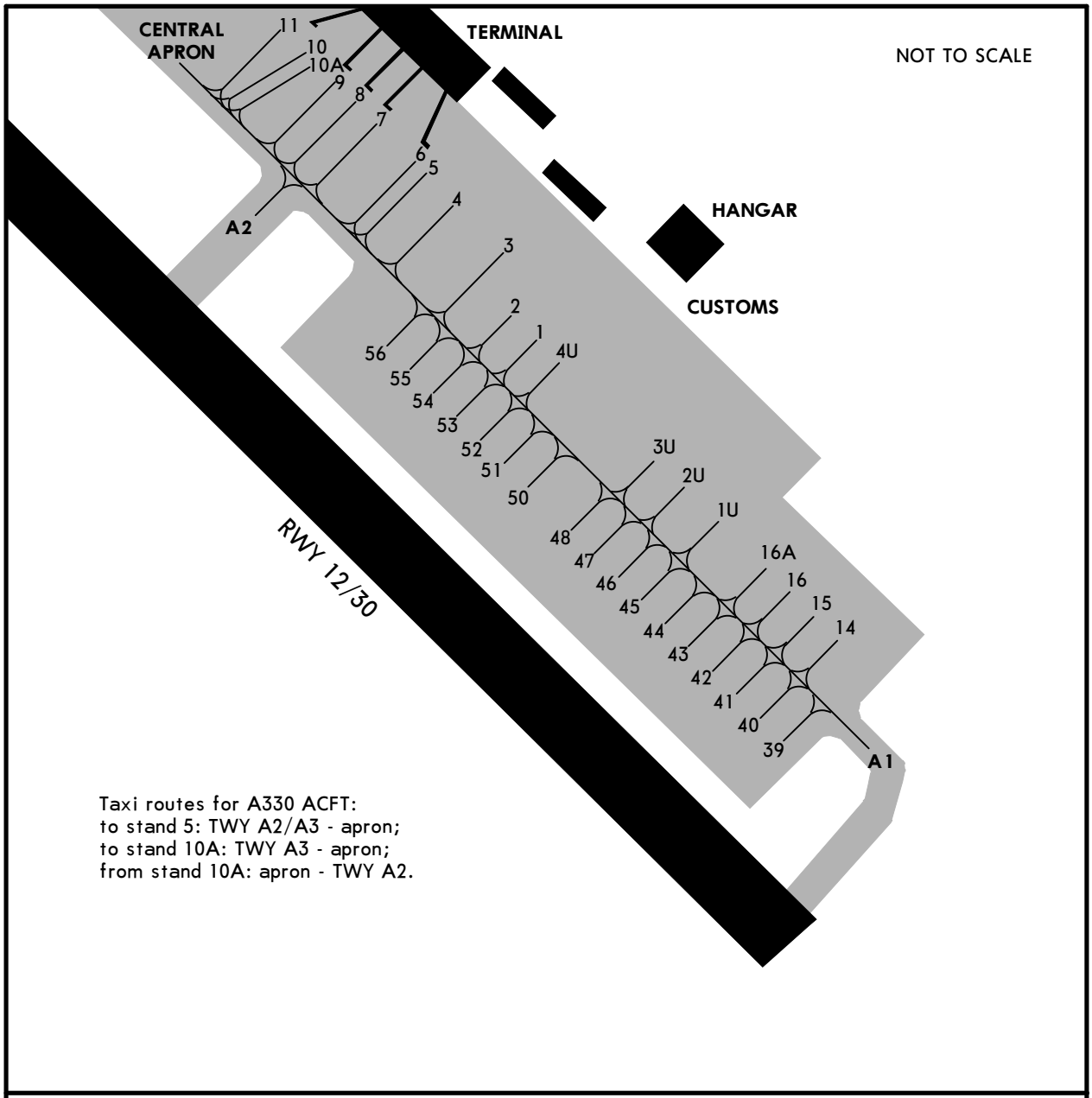

Taxi routes for A330 ACFT:
to stand 5: TWY A2/A3 - apron;
to stand 10A: TWY A3 - apron;
from stand 10A: apron - TWY A2.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N57 10.7 E065 21.1	39 thru 41	N57 10.5 E065 21.3
1U	N57 10.6 E065 21.2	42	N57 10.6 E065 21.3
2	N57 10.7 E065 21.0	43 thru 45	N57 10.6 E065 21.2
2U	N57 10.7 E065 21.2	46 thru 48	N57 10.6 E065 21.1
3	N57 10.8 E065 21.0	50	N57 10.7 E065 21.1
3U	N57 10.7 E065 21.2	51 thru 54	N57 10.7 E065 21.0
4	N57 10.8 E065 21.0	55, 56	N57 10.7 E065 20.9
4U	N57 10.7 E065 21.1		
5, 6	N57 10.8 E065 21.0		
7	N57 10.8 E065 20.9		
8, 9	N57 10.9 E065 20.9		
10, 10A, 11	N57 10.9 E065 20.8		
12, 13	N57 10.9 E065 20.7		
14 thru 16A	N57 10.6 E065 21.3		
17	N57 11.0 E065 20.7		

CHANGES: New chart.

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STRAIGHT-IN RWY		A	B	C	D
03	ILS Z	**571**′(200′)	**571**′(200′)	**571**′(200′)	**571**′(200′)
	FULL	❶ **R550m**	❶ **R550m**	❶ **R550m**	❶ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS Y	**571**′(200′)	**571**′(200′)	**571**′(200′)	**571**′(200′)
	FULL	❶ **R550m**	❶ **R550m**	❶ **R550m**	❶ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**571**′(200′)	**571**′(200′)	**571**′(200′)	**571**′(200′)
	FULL	❶ **R550m**	❶ **R550m**	❶ **R550m**	❶ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	❷ RNAV	**720**′(349′)	**720**′(349′)	**720**′(349′)	**720**′(349′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷❸ VOR	**880**′(509′)	**900**′(529′)	**930**′(559′)	**970**′(599′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
	ALS out	R1500m	R1500m	R2500m	R2700m
	❹ VOR	**880**′(509′)	**900**′(529′)	**930**′(559′)	**970**′(599′)
		R1800m	**R1900m**	**R2200m**	**R2400m**
	ALS out	R2600m	R2600m	R2900m	R3100m
	❷ 2 NDB	**730**′(359′)	**730**′(359′)	**730**′(359′)	**730**′(359′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❷ RN NDB	**730**′(359′)	**730**′(359′)	**730**′(359′)	**730**′(359′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	R Lctr	**790**′(419′)	**790**′(419′)	**790**′(419′)	**790**′(419′)
		R1400m	**R1400m**	**R1600m**	**R1600m**
	ALS out	R2100m	R2100m	R2300m	R2300m
12	GLS	**515**′(200′)	**515**′(200′)	**515**′(200′)	**515**′(200′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ RNAV	**650**′(335′)	**650**′(335′)	**650**′(335′)	**650**′(335′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	❷❹ VOR + NDB	**660**′(345′)	**660**′(345′)	**660**′(345′)	**660**′(345′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	❷❸ VOR	**660**′(345′)	**660**′(345′)	**660**′(345′)	**660**′(345′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❹ VOR	**710**′(395′)	**710**′(395′)	**710**′(395′)	**710**′(395′)
		R1800m	**R1800m**	**R2000m**	**R2000m**
	ALS out	R2000m	R2000m	R2200m	R2200m

❶ W/o HUD/AP/FD: RVR 750m.
❷ Continuous Descent Final Approach.
❸ via Arc.
❹ via Baseturn or Racetrack.

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STRAIGHT-IN RWY		A	B	C	D
12 (contd)	❶❷ 2 NDB	**670**′(355′) **R1400m**	**670**′(355′) **R1400m**	**670**′(355′) **R1400m**	**670**′(355′) **R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❸ 2 NDB	**910**′(595′) **R2700m**	**910**′(595′) **R2700m**	**910**′(595′) **R2900m**	**910**′(595′) **R2900m**
	ALS out	R2900m	R2900m	R3100m	R3100m
	❶ XZ NDB	**670**′(355′) **R1400m**	**670**′(355′) **R1400m**	**670**′(355′) **R1400m**	**670**′(355′) **R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	X Lctr	**710**′(395′) **R1800m**	**710**′(395′) **R1800m**	**730**′(415′) **R2100m**	**730**′(415′) **R2100m**
	ALS out	R2000m	R2000m	R2300m	R2300m
21	ILS Z	**541**′(200′)	**541**′(200′)	**541**′(200′)	**541**′(200′)
	FULL	❹ **R550m**	❹ **R550m**	❹ **R550m**	❹ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS Y	**541**′(200′)	**541**′(200′)	**541**′(200′)	**541**′(200′)
	FULL	❹ **R550m**	❹ **R550m**	❹ **R550m**	❹ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**541**′(200′)	**541**′(200′)	**541**′(200′)	**541**′(200′)
	FULL	❹ **R550m**	❹ **R550m**	❹ **R550m**	❹ **R550m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	❶ RNAV	**670**′(329′) **R800m**	**670**′(329′) **R800m**	**670**′(329′) **R800m**	**670**′(329′) **R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	❶❺ VOR	**970**′(629′) **R2200m**	**1000**′(659′) **R2300m**	NOT AUTHORIZED	NOT AUTHORIZED
	ALS out	R2900m	R3000m		
	❻ VOR	**970**′(629′) **R2400m**	**1000**′(659′) **R2500m**	NOT AUTHORIZED	NOT AUTHORIZED
	ALS out	R3100m	R3200m		
	❶ 2 NDB	**700**′(359′) **R900m**	**700**′(359′) **R900m**	**700**′(359′) **R900m**	**700**′(359′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❶ TM NDB	**700**′(359′) **R900m**	**700**′(359′) **R900m**	**700**′(359′) **R900m**	**700**′(359′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	T Lctr	**710**′(369′) **R1200m**	**710**′(369′) **R1200m**	**710**′(369′) **R1400m**	**710**′(369′) **R1400m**
	ALS out	R1900m	R1900m	R2100m	R2100m

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.
❹ W/o HUD/AP/FD: RVR 750m.
❺ via Arc.
❻ via Baseturn or Racetrack.

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30	ILS	**545**′(200′) **R1000m**	**545**′(200′) **R1000m**	**545**′(200′) **R1000m**	**545**′(200′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**545**′(200′) **R1000m**	**545**′(200′) **R1000m**	**545**′(200′) **R1000m**	**545**′(200′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	❶ RNAV	**730**′(385′) **R1500m**	**730**′(385′) **R1500m**	**730**′(385) **R1600m**	**730**′(385′) **R1600m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	❶❷ VOR	**750**′(405′) **R1500m**	**750**′(405′) **R1500m**	**750**′(405′) **R1700m**	**750**′(405′) **R1700m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	❸ VOR	**1110**′(765′) **R3600m**	**1110**′(765′) **R3600m**	**1110**′(765′) **R3800m**	**1110**′(765′) **R3800m**
	ALS out	R3800m	R3800m	R4000m	R4000m
	❶ NDB	**1150**′(805′) **R3600m**	**1150**′(805′) **R3600m**	**1150**′(805′) **R3600m**	**1150**′(805′) **R3600m**
	ALS out	R3800m	R3800m	R3800m	R3800m
	NDB	**1150**′(805′) **R3800m**	**1150**′(805′) **R3800m**	**1150**′(805′) **R3800m**	**1150**′(805′) **R3800m**
	ALS out	R4000m	R4000m	R4000m	R4000m

❶ Continuous Descent Final Approach.
❷ via Arc.
❸ via Baseturn or Racetrack.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
❹ to rwy 03	**790**′(419′)	**880**′(509′)	**980**′(609′)	**1080**′(709′)
❺ to rwy 12	**730**′(415′)	**820**′(505′)	**920**′(605′)	**1020**′(705′)
❻ to rwy 21	**760**′(419′)	**850**′(509′)	**950**′(609′)	**1050**′(709′)
❼ to rwy 30	**760**′(415′)	**850**′(505′)	**950**′(605′)	**1050**′(705′)
	❽ V1500m	❽ V1600m	❽ V2400m	❽ V3600m

❹ Circling height based on rwy 03 thresh elev of 371′.
❺ Circling height based on rwy 12 thresh elev of 315′.
❻ Circling height based on rwy 21 thresh elev of 341′.
❼ Circling height based on rwy 30 thresh elev of 345′.
❽ or higher minimums of preceding straight-in approach.

TAKE-OFF

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	RVR 300m	400m	500m

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USTR/TJM ROSHCHINO

JEPPESEN

29 JUN 18 (11-1)

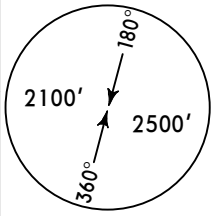
TYUMEN, RUSSIA ILS Z Rwy 03

BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

LOC IRN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 377′ Rwy 371′
108.3	**033°**	994′(**623′**)	571′(**200′**)	

MISSED APCH: Climb on 033° to 1030′(659′), then turn LEFT onto 213° climbing to 2340′(1969′), then according to chart.

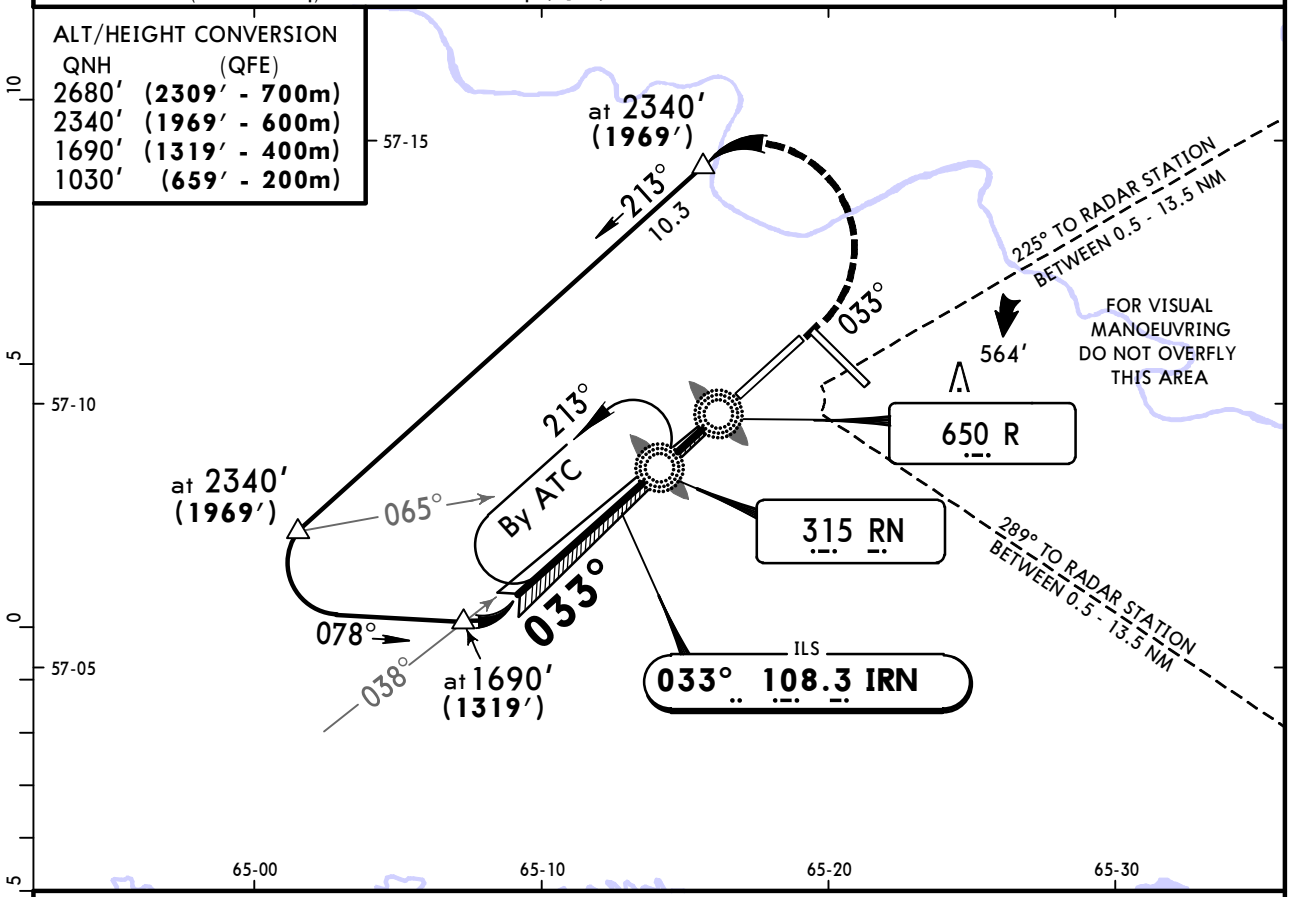


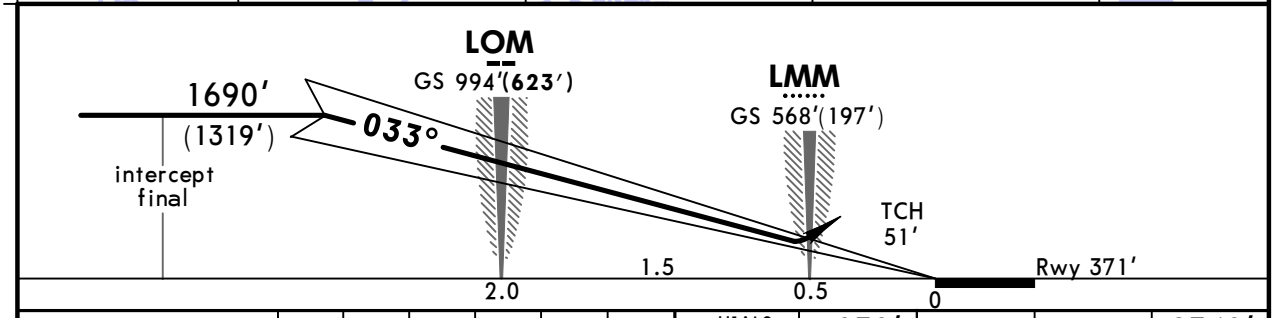
MSA ARP

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (**2309′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2309′ - 700m**)
2340′	(**1969′ - 600m**)
1690′	(**1319′ - 400m**)
1030′	(**659′ - 200m**)





Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	331	425	472	567	661	756

HIALS PAPI | 1030′ (659′) on 033° | 213° LT | 2340′ (1969′)

PANS OPS

STRAIGHT-IN LANDING RWY **03**

	ILS DA(H) 571′(**200′**) FULL	ILS DA(H) 571′(**200′**) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	790′(419′)	1600m
135	870′(499′)	1600m
180	970′(599′)	2400m
205	1060′(689′)	3600m

[1] Circling height based on rwy 03 thresh elev of 371′.

CHANGES: None.

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USTR/TJM ROSHCHINO

JEPPESEN

29 JUN 18 (11-2)

TYUMEN, RUSSIA ILS Y Rwy 03

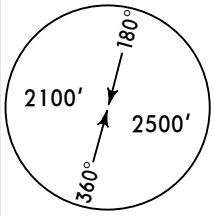
BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

LOC IRN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 377′
108.3	**033°**	No ALT published	571′(**200′**)	Rwy 371′

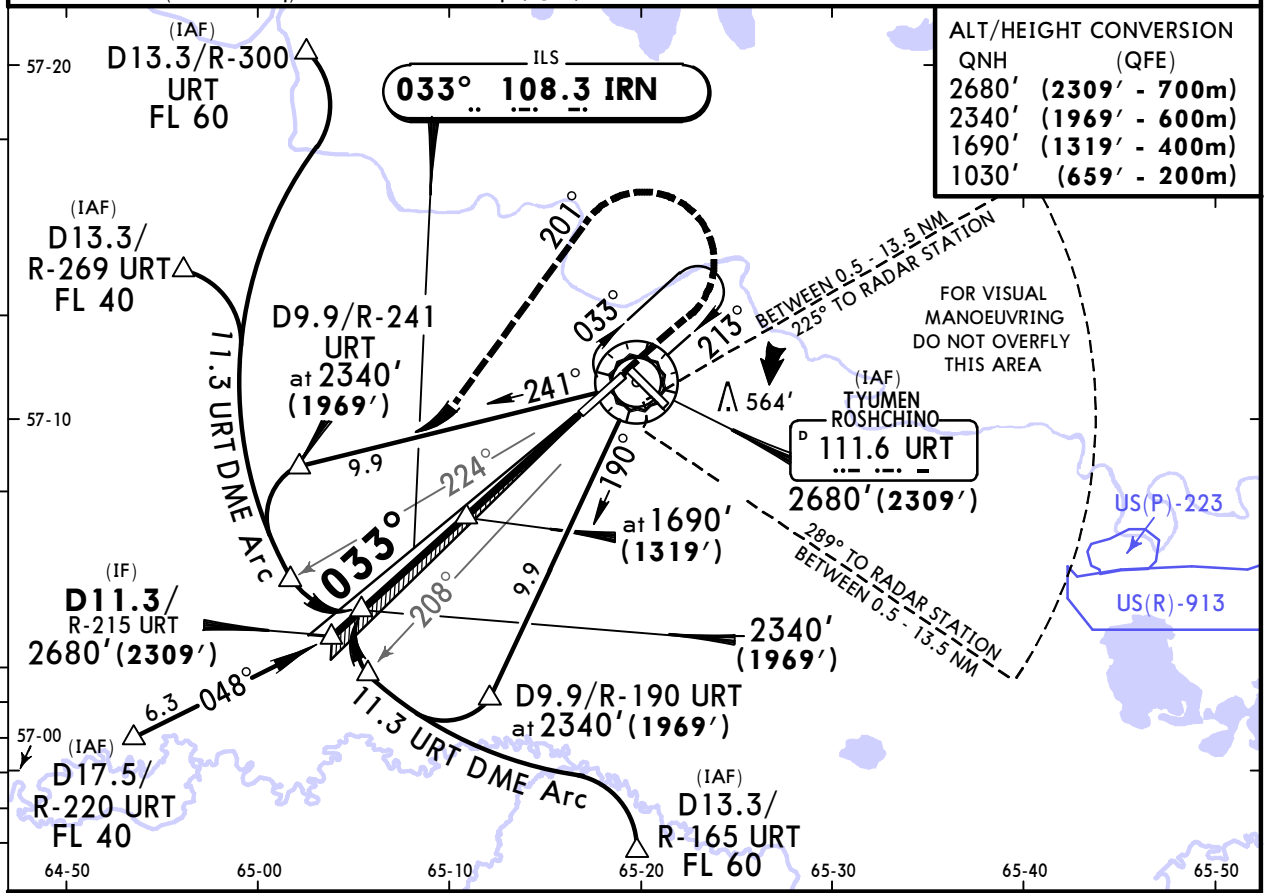
MISSED APCH at DH or below: Proceed on 033° climbing to 1030′(659′) or above, then turn LEFT onto 201°, intercept R-241 URT climbing to 2340′ (1969), then according to chart.

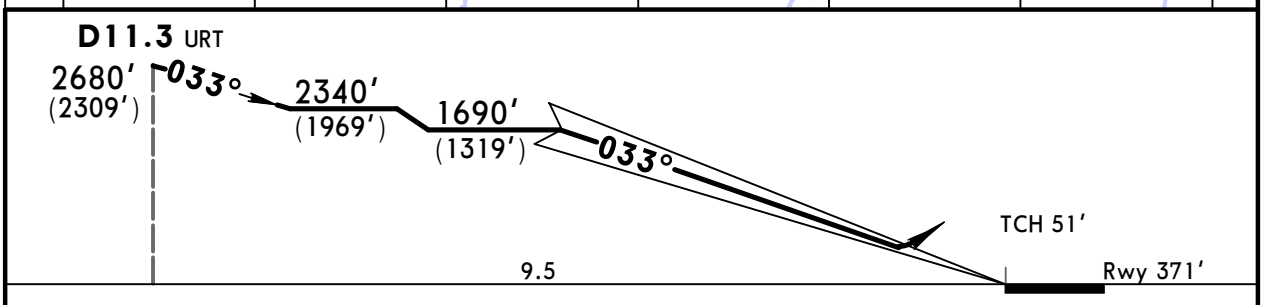
MISSED APCH above DH: Proceed climbing to VOR, then turn LEFT to establish on R-241 URT climbing to 2340′(1969′), then according to chart.



MSA ARP

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (**2309′**)





Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	331	425	472	567	661	756

HIALS PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY **03**

	ILS DA(H) 571′(**200′**) FULL	ILS DA(H) 571′(**200′**) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	790′(419′)	1600m
135	870′(499′)	1600m
180	970′(599′)	2400m
205	1060′(689′)	3600m

[1] Circling height based on rwy 03 thresh elev of 371′.

CHANGES: Minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

29 JUN 18 (11-3)

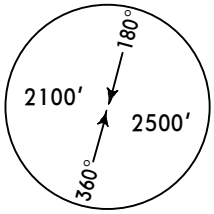
TYUMEN, RUSSIA ILS Z Rwy 21

BRIEFING STRIP

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

LOC ITM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 377′ Rwy 341′
110.7	**213°**	1030′(**689′**)	541′(**200′**)	

MISSED APCH: Climb on 213° to 1000′(659′), then turn RIGHT onto 033° climbing to 2310′(1969′), then according to chart.

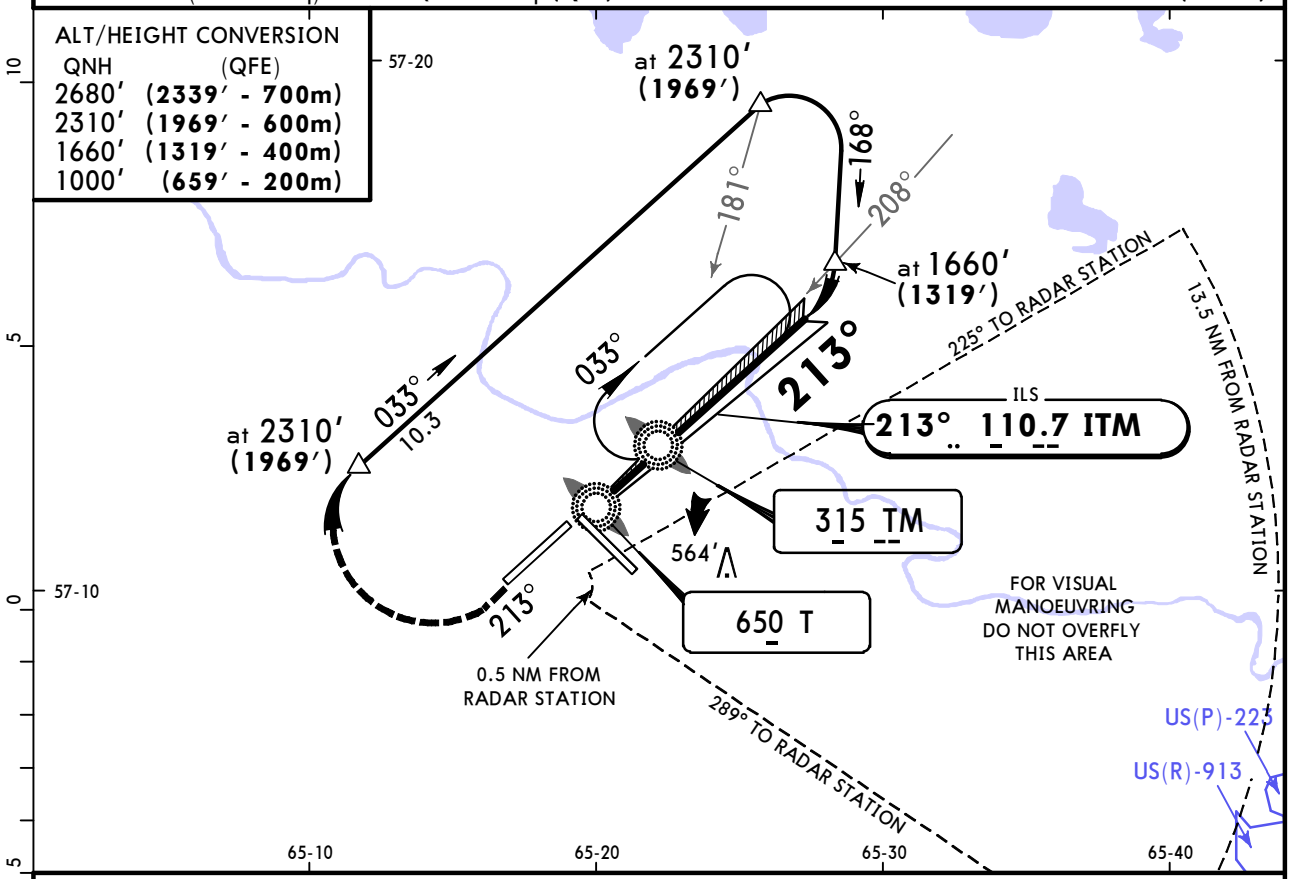


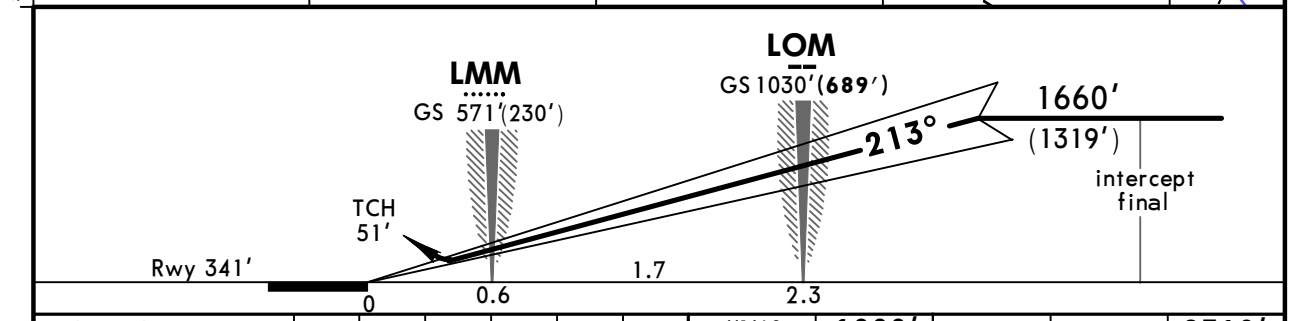
MSA ARP

Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 | Trans alt: 2680′ (**2339′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2339′ - 700m**)
2310′	(**1969′ - 600m**)
1660′	(**1319′ - 400m**)
1000′	(**659′ - 200m**)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	331	425	472	567	661	756

HIALS PAPI — 1000′ (659′) on 213° — 033° RT — 2310′ (1969′)

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 541′(200′) FULL	ILS DA(H) 541′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	760′(419′)	1600m
135	840′(499′)	1600m
180	940′(599′)	2400m
205	1040′(699′)	3600m

PANS OPS

[1] Circling height based on rwy 21 thresh elev of 341′.

CHANGES: None.

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USTR/TJM ROSHCHINO

JEPPESEN

29 JUN 18 (11-4)

TYUMEN, RUSSIA ILS Y Rwy 21

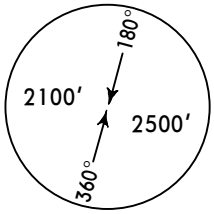
BRIEFING STRIP™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

LOC ITM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 377′
110.7	**213°**	No ALT published	541′(**200′**)	Rwy 341′

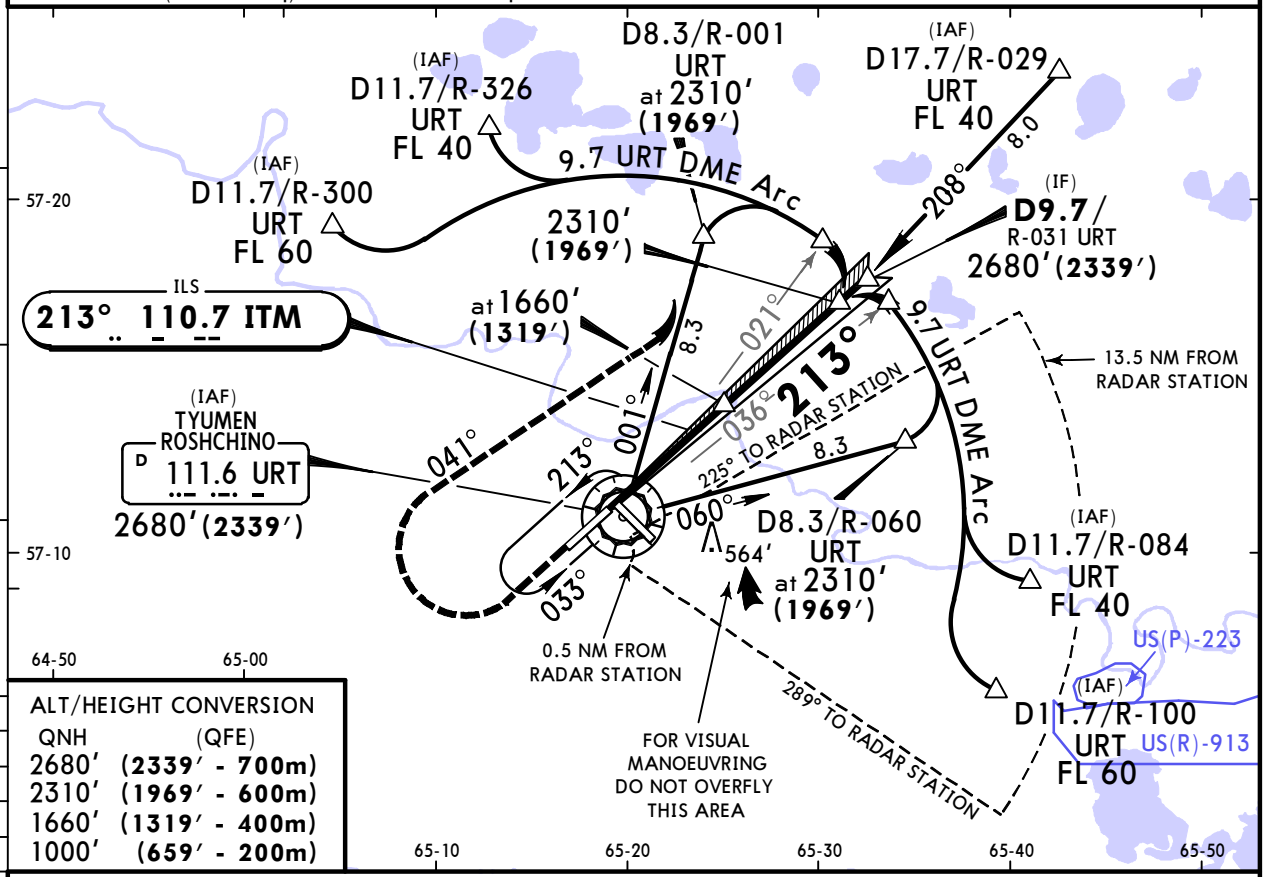
MISSED APCH at DH or below: Proceed on 213° climbing to 1000′(659′) or above, then turn RIGHT onto 041°, intercept R-001 URT climbing to 2310′(1969), then according to chart.

MISSED APCH above DH: Proceed climbing to VOR, then turn RIGHT to establish on R-001 URT climbing to 2310′(1969′), then according to chart.



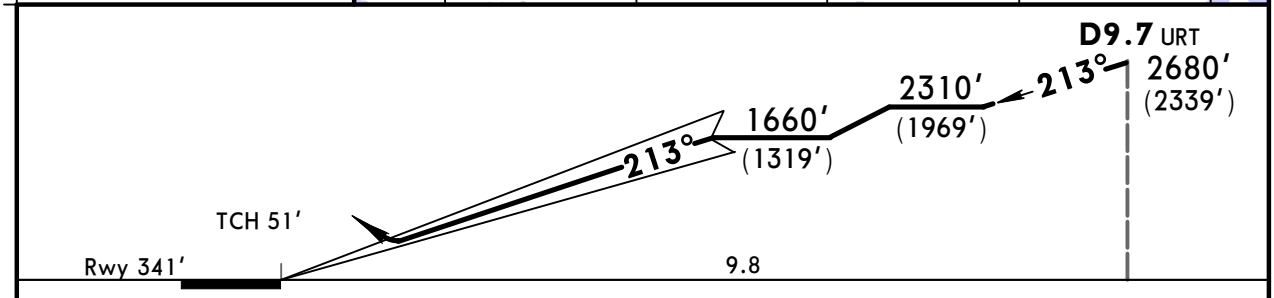
MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′ **(2339′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2339′ - 700m**)
2310′	(**1969′ - 600m**)
1660′	(**1319′ - 400m**)
1000′	(**659′ - 200m**)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	331	425	472	567	661	756

HIALS

PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 541′(200′) FULL	ILS DA(H) 541′(200′) ALS out	LOC (GS out)	CIRCLE-TO-LAND [1] Max Kts	MDA(H)	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	760′(419′)	1600m
B				135	840′(499′)	1600m
C				180	940′(599′)	2400m
D				205	1040′(699′)	3600m

[1] Circling height based on rwy 21 thresh elev of 341′.

CHANGES: Minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

4 AUG 17 (11-5) Eff 17 Aug

TYUMEN, RUSSIA ILS Rwy 30

BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

LOC IAT	Final Apch Crs	GS D3.9 IAT	ILS DA(H)	Apt Elev 377′ Rwy 345′
111.1	300°	1660′(1315′)	545′(200′)	

MISSED APCH: Climb on 300° to to 1010′(665′), then turn LEFT onto 120° climbing to 2320′(1975′), then according to chart.

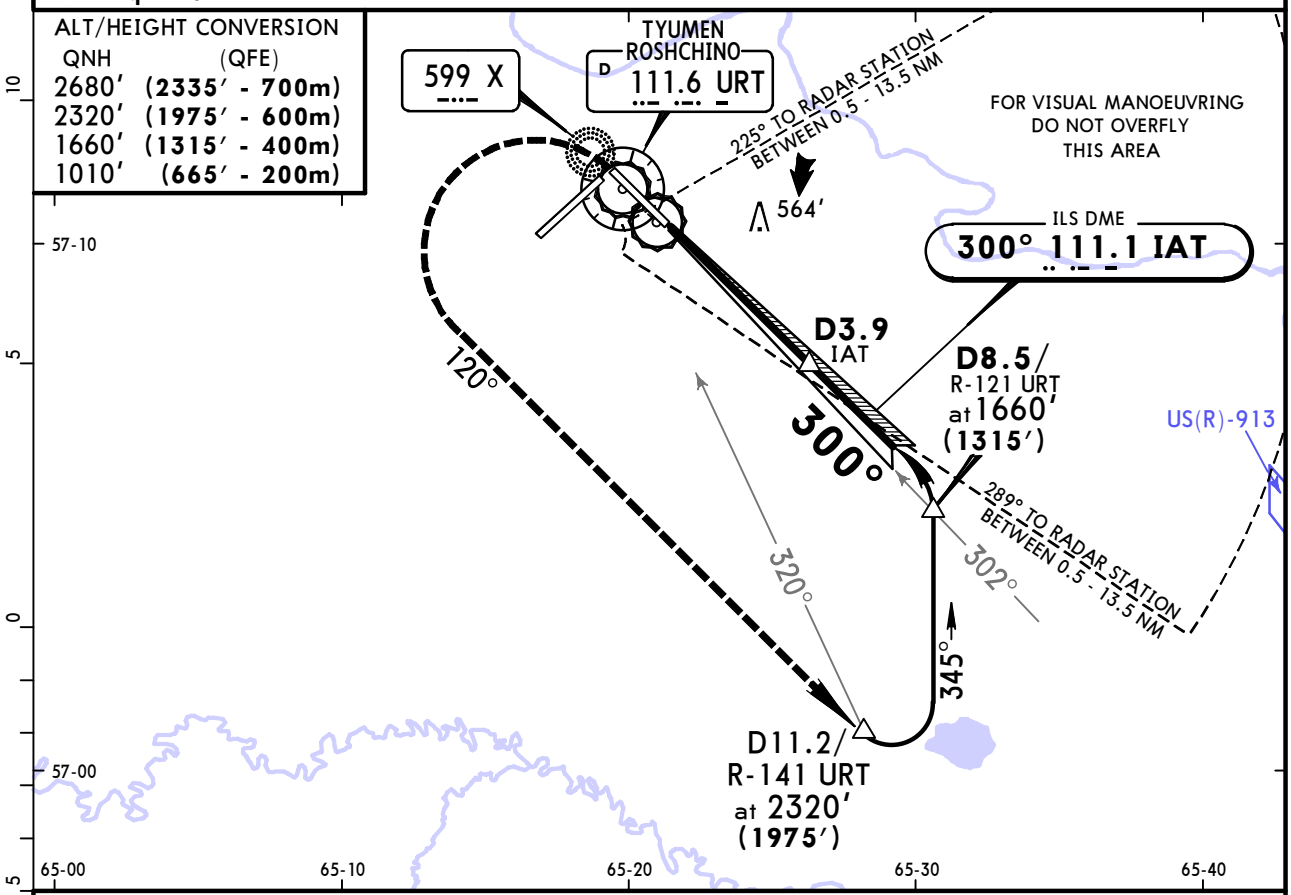
MSA ARP: 2100′ (180°–360°), 2500′

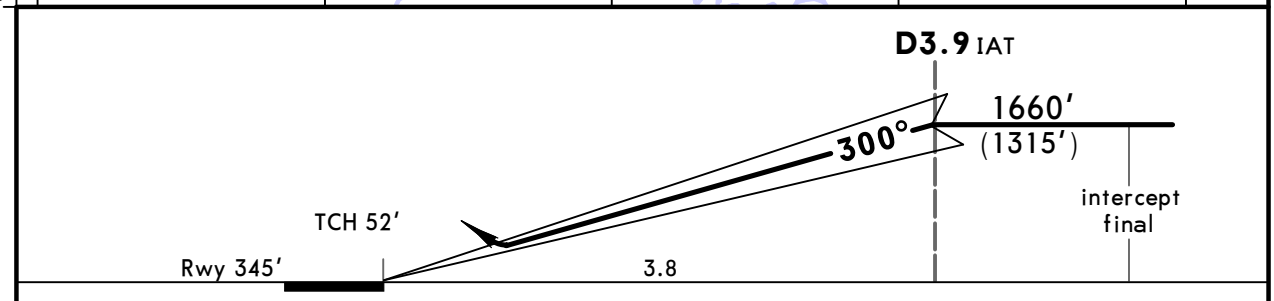
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2680′ (2335′)

DME required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2335′ - 700m)
2320′	(1975′ - 600m)
1660′	(1315′ - 400m)
1010′	(665′ - 200m)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALS PAPI

1010′ (665′) on 300°

120° LT

2320′ (1975′)

STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 545′(200′) FULL	ILS DA(H) 545′(200′) ALS out	LOC (GS out)
A	1200m		NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	760′(415′)	1600m
135	840′(495′)	1600m
180	940′(595′)	2400m
205	1040′(695′)	3600m

PANS OPS

[1] Circling height based on rwy 30 thresh elev of 345′.

CHANGES: New procedure.

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USTR/TJM ROSHCHINO

JEPPESEN

25 MAY 18 (12-1)

TYUMEN, RUSSIA RNAV (GNSS) Rwy 03

BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 377′
	033°	**TR341** 1690′(**1319′**)	720′(**349′**)	Rwy 371′

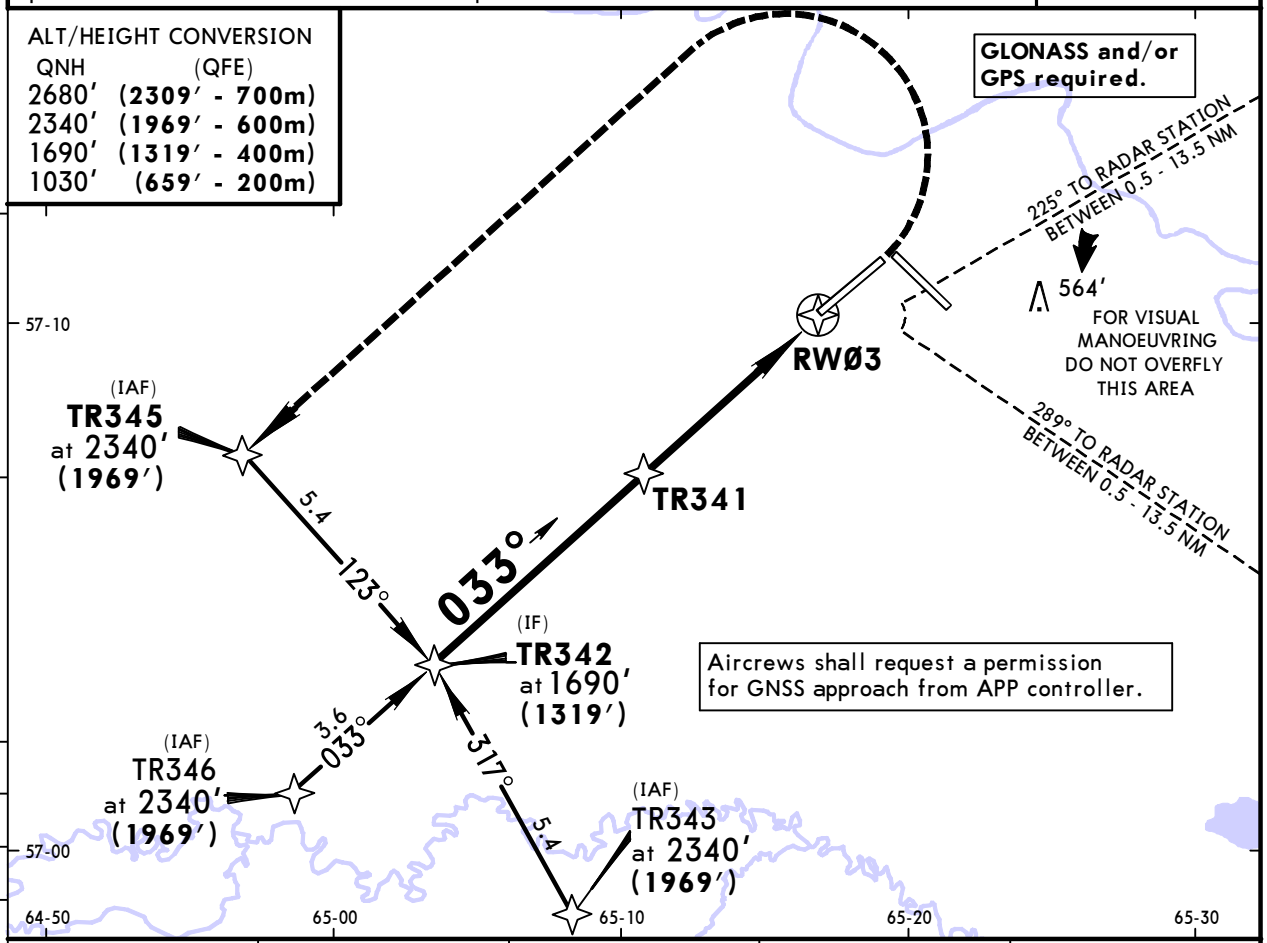
MISSED APCH: Climb STRAIGHT AHEAD to 1030′(659′), then turn LEFT to proceed to TR345 climbing to 2340′(1969′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (**2309′**)
Special acft and aircrew authorization required.

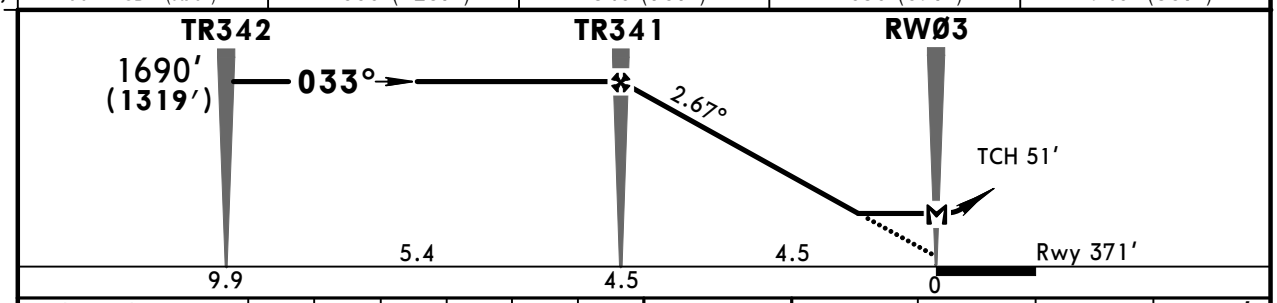
MSA ARP: 2100′ (180°–360°), 2500′

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2309′ - 700m**)
2340′	(**1969′ - 600m**)
1690′	(**1319′ - 400m**)
1030′	(**659′ - 200m**)



DIST to RWØ3	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1660′(1289′)	1340′(969′)	1050′(679′)	740′ (369′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at RWØ3						

HIALS PAPI | 1030′ (**659′**) | **TR345** LT | 2340′ (**1969′**)

PANS OPS

STRAIGHT-IN LANDING RWY **03**

MDA(H) 720′(**349′**)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND **1**

Max Kts	MDA(H)	
100	790′(419′)	1600m
135	870′(499′)	1600m
180	970′(599′)	2400m
205	1060′(689′)	3600m

1 Circling height based on rwy 03 thresh elev of 371′.

CHANGES: Minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

25 MAY 18 (12-2)

TYUMEN, RUSSIA RNAV (GNSS) Rwy 12

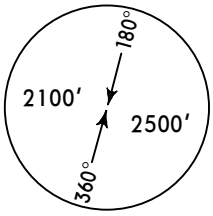
BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 377′
	120°	**TR121** 1630′(**1315′**)	650′(**335′**)	Rwy 315′

MISSED APCH: Climb STRAIGHT AHEAD to 980′(665′), then turn RIGHT to proceed to TR123 climbing to 2290′(1975′), then according to chart.

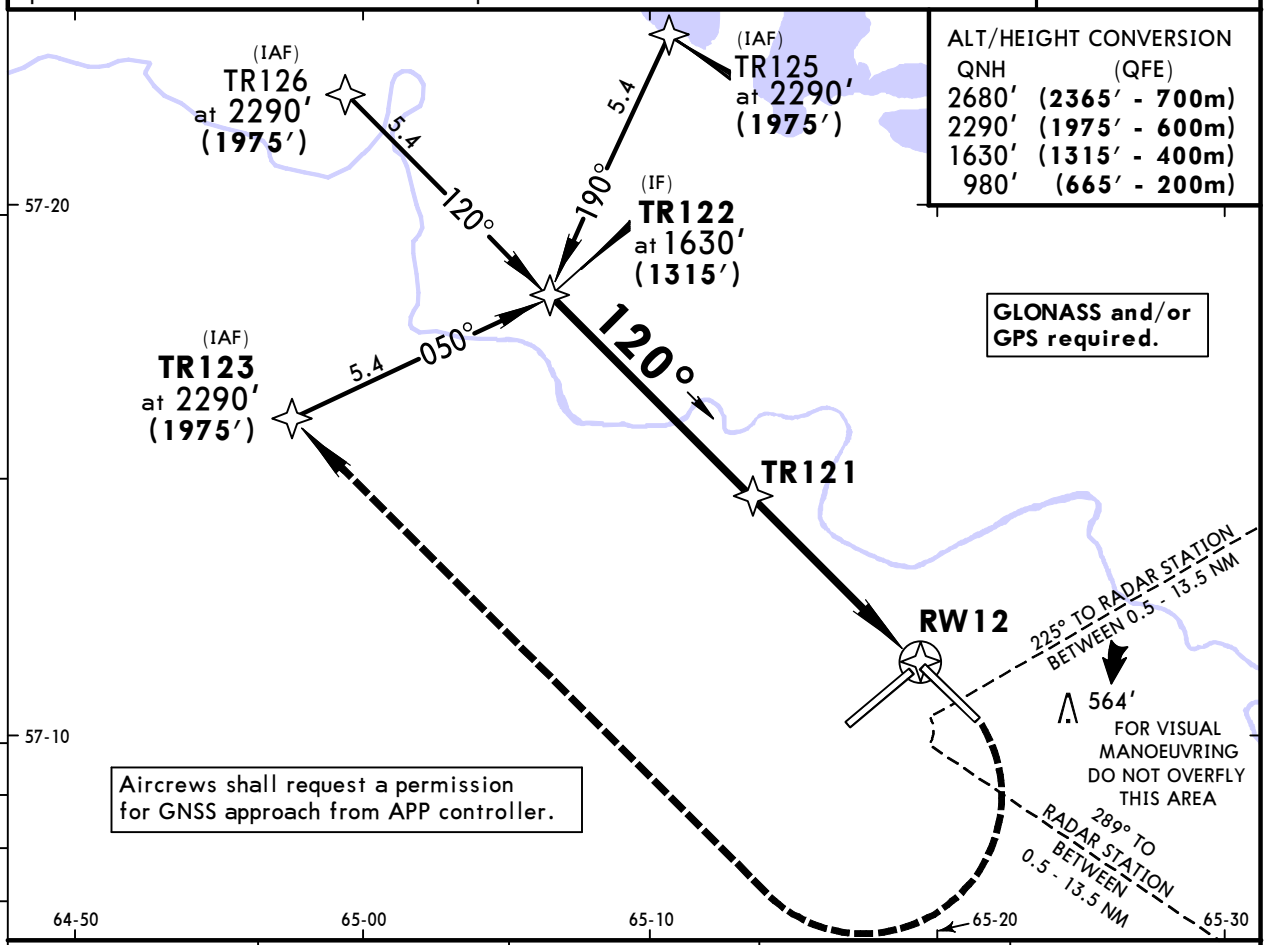
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (**2365′**)
Special acft and aircrew authorization required.



MSA ARP

ALT/HEIGHT CONVERSION

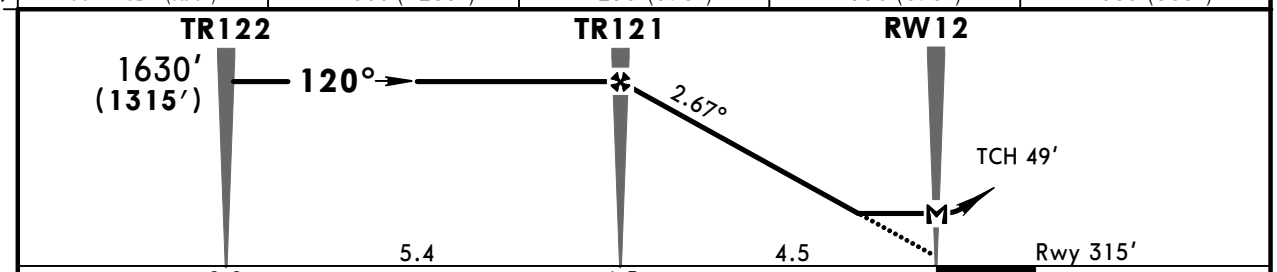
QNH	(QFE)
2680′	(**2365′ - 700m**)
2290′	(**1975′ - 600m**)
1630′	(**1315′ - 400m**)
980′	(**665′ - 200m**)



GLONASS and/or GPS required.

Aircrews shall request a permission for GNSS approach from APP controller.

DIST to RW12	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1600′(1285′)	1290′(975′)	990′(675′)	680′(365′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at RW12						

ALS PAPI

980′ (**665′**) | **TR123** RT | 2290′ (**1975′**)

PANS OPS

STRAIGHT-IN LANDING RWY **12**

MDA(H) 650′(**335′**)

ALS out

A	RVR 1500m
B	VIS 1600m
C	
D	

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	730′(415′)	1600m
135	810′(495′)	1600m
180	910′(595′)	2400m
205	1010′(695′)	3600m

[1] Circling height based on rwy 12 thresh elev of 315′.

CHANGES: Minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

25 MAY 18 (12-3)

TYUMEN, RUSSIA RNAV (GNSS) Rwy 21

BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 377′
	213°	**TR211** 1660′(**1319′**)	670′(**329′**)	Rwy 341′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′(659′), then turn RIGHT to proceed to TR213 climbing to 2310′(1969′), then according to chart.

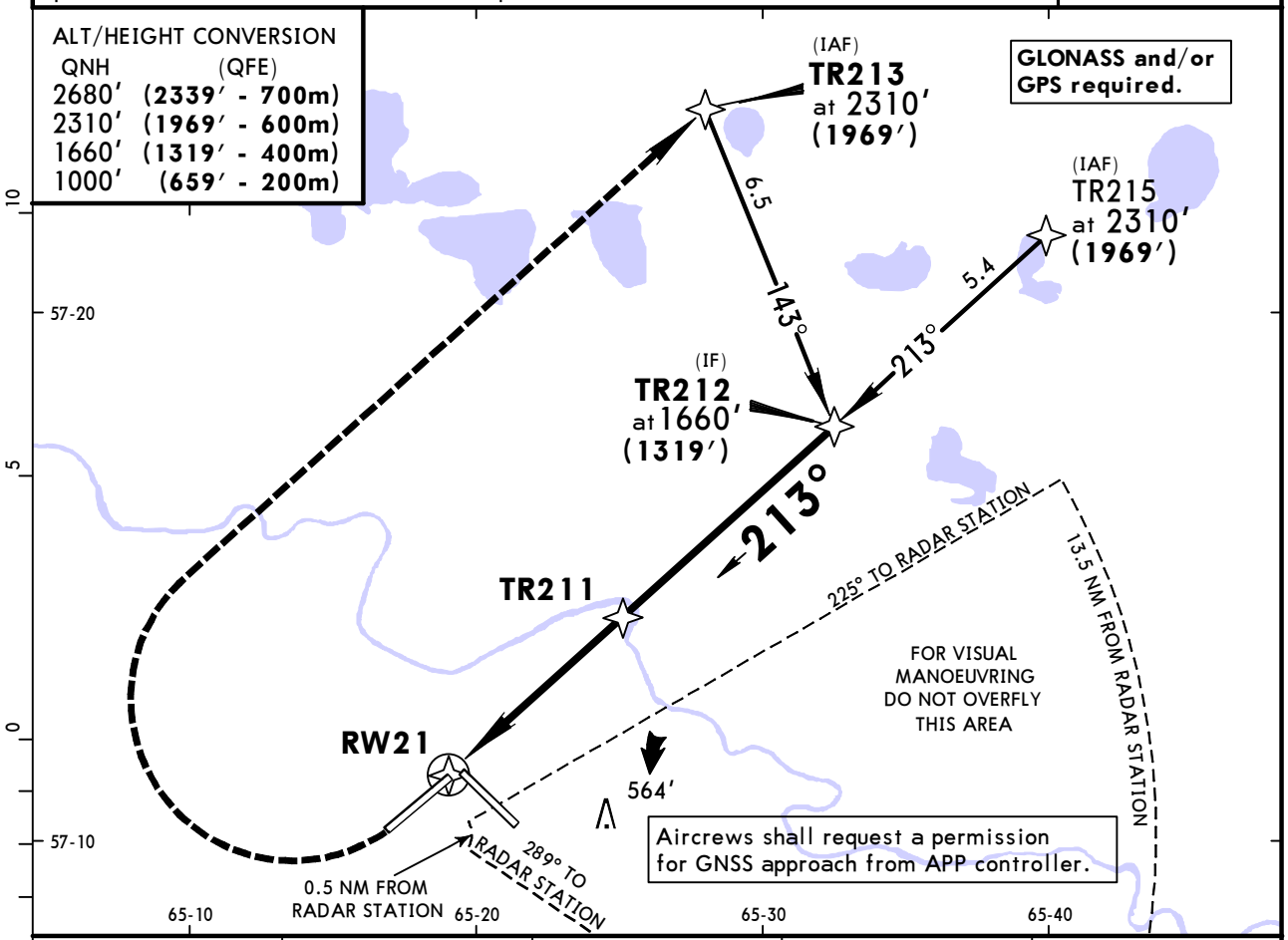
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (**2339′**)
Special acft and aircrew authorization required.

MSA ARP: 2100′ (180°–360°), 2500′

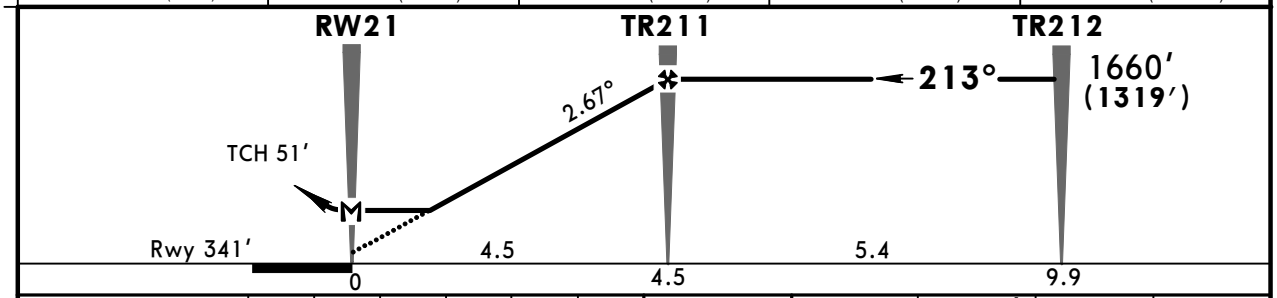
ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2339′ - 700m**)
2310′	(**1969′ - 600m**)
1660′	(**1319′ - 400m**)
1000′	(**659′ - 200m**)

GLONASS and/or GPS required.



DIST to RW21	1.1	2.2	3.2	4.3
ALTITUDE (HAT)	710′(369′)	1020′(679′)	1310′(969′)	1630′(1289′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at RW21						

HIALS PAPI

1000′ (**659′**) | **TR213** RT | 2310′ (**1969′**)

PANS OPS

STRAIGHT-IN LANDING RWY **21**

MDA(H) 670′(**329′**)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	1200m	

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	760′(419′)	1600m
135	840′(499′)	1600m
180	940′(599′)	2400m
205	1040′(699′)	3600m

[1] Circling height based on rwy 21 thresh elev of 341′.

CHANGES: Minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

25 MAY 18 (12-4)

TYUMEN, RUSSIA RNAV (GNSS) Rwy 30

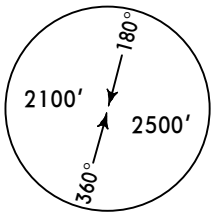
BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 377′
	300°	**TR3Ø1** 2320′(**1975′**)	730′(**385′**)	Rwy 345′

MISSED APCH: Climb STRAIGHT AHEAD to 1010′(665′), then turn LEFT to proceed to TR3Ø3 climbing to 2320′(1975′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (**2335′**)
Special acft and aircrew authorization required.

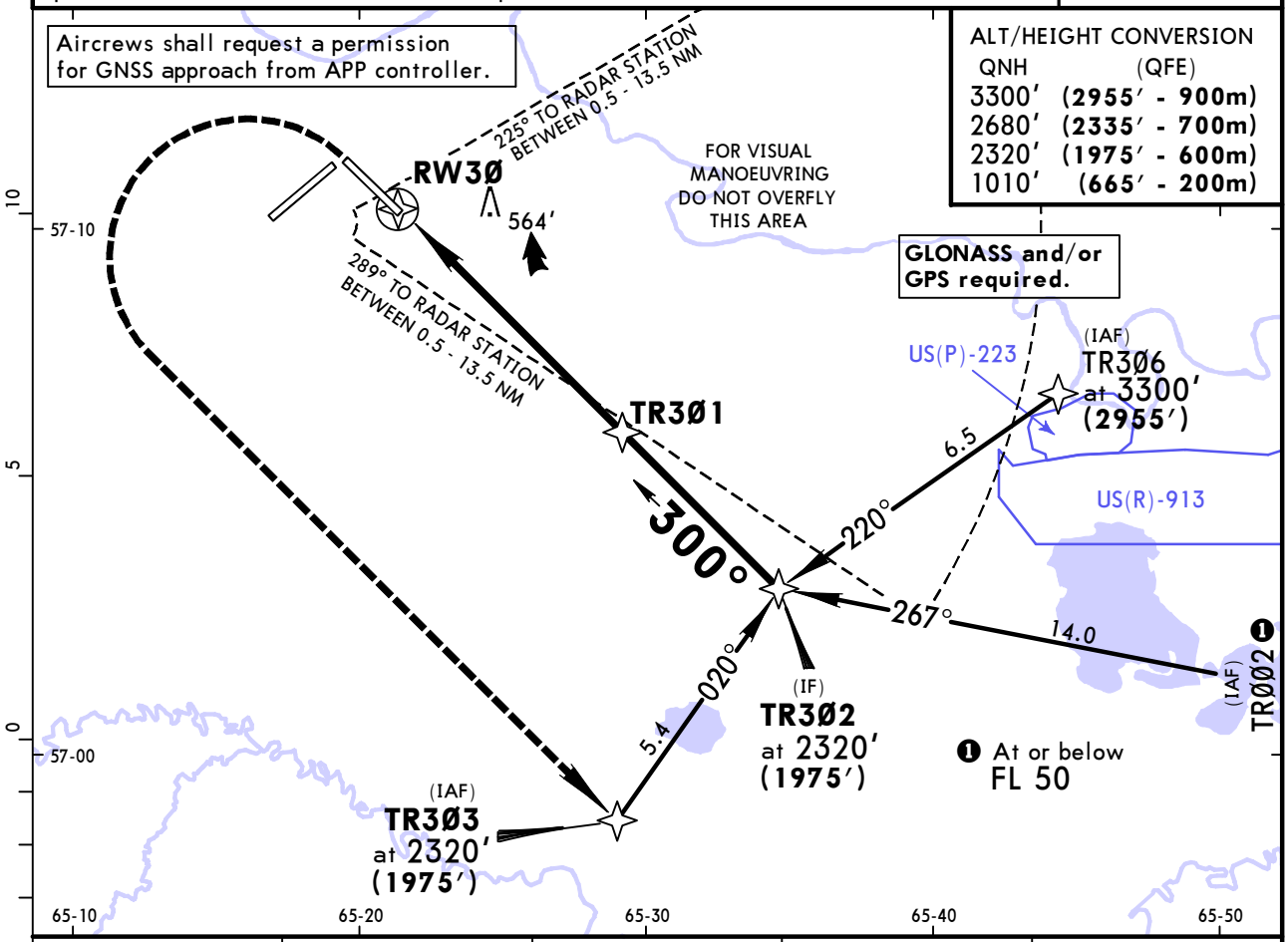


MSA ARP

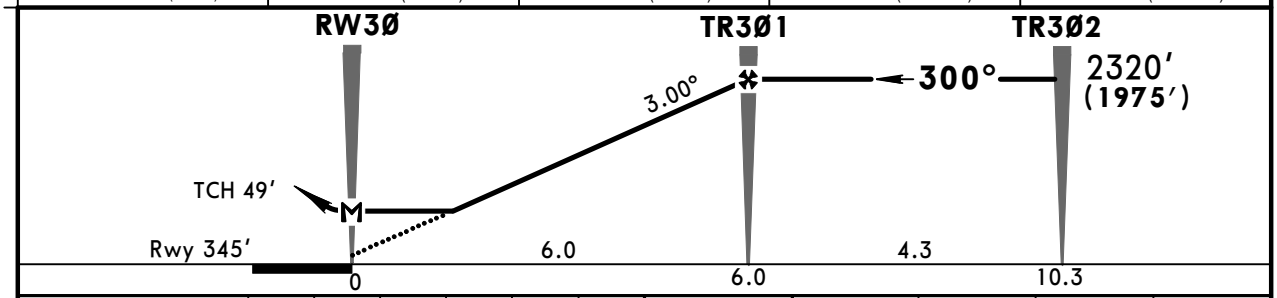
Aircrews shall request a permission for GNSS approach from APP controller.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3300′	(**2955′ - 900m**)
2680′	(**2335′ - 700m**)
2320′	(**1975′ - 600m**)
1010′	(**665′ - 200m**)



DIST to RW3Ø	1.1	2.2	4.3	5.4
ALTITUDE (HAT)	740′(395′)	1090′(745′)	1780′(1435′)	2120′(1775′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

ALS PAPI

1010′ (665′)	TR3Ø3	2320′ (1975′)
	LT	

PANS OPS

STRAIGHT-IN LANDING RWY **30**

MDA(H) 730′(**385′**)

		ALS out
A	RVR 1500m VIS 1600m	
B		
C		
D	RVR 1800m VIS 2000m	

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	760′(415′)	1600m
135	840′(495′)	1600m
180	940′(595′)	2400m
205	1040′(695′)	3600m

[1] Circling height based on rwy 03 thresh elev of 345′.

CHANGES: None.

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USTR/TJM ROSHCHINO

JEPPESEN

21 APR 17 (12-40) Eff 27 Apr

TYUMEN, RUSSIA GLS Rwy 03

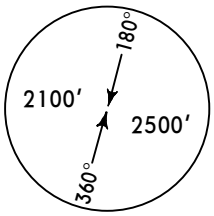
BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 377′
Ch 21898 TR03	**033°**	**TR341** 1690′(**1319′**)	571′(**200′**)	Rwy 371′

MISSED APCH: Climb STRAIGHT AHEAD to 1030′(659′), then turn LEFT to proceed to TR345 climbing to 2340′(1969′), then according to chart.

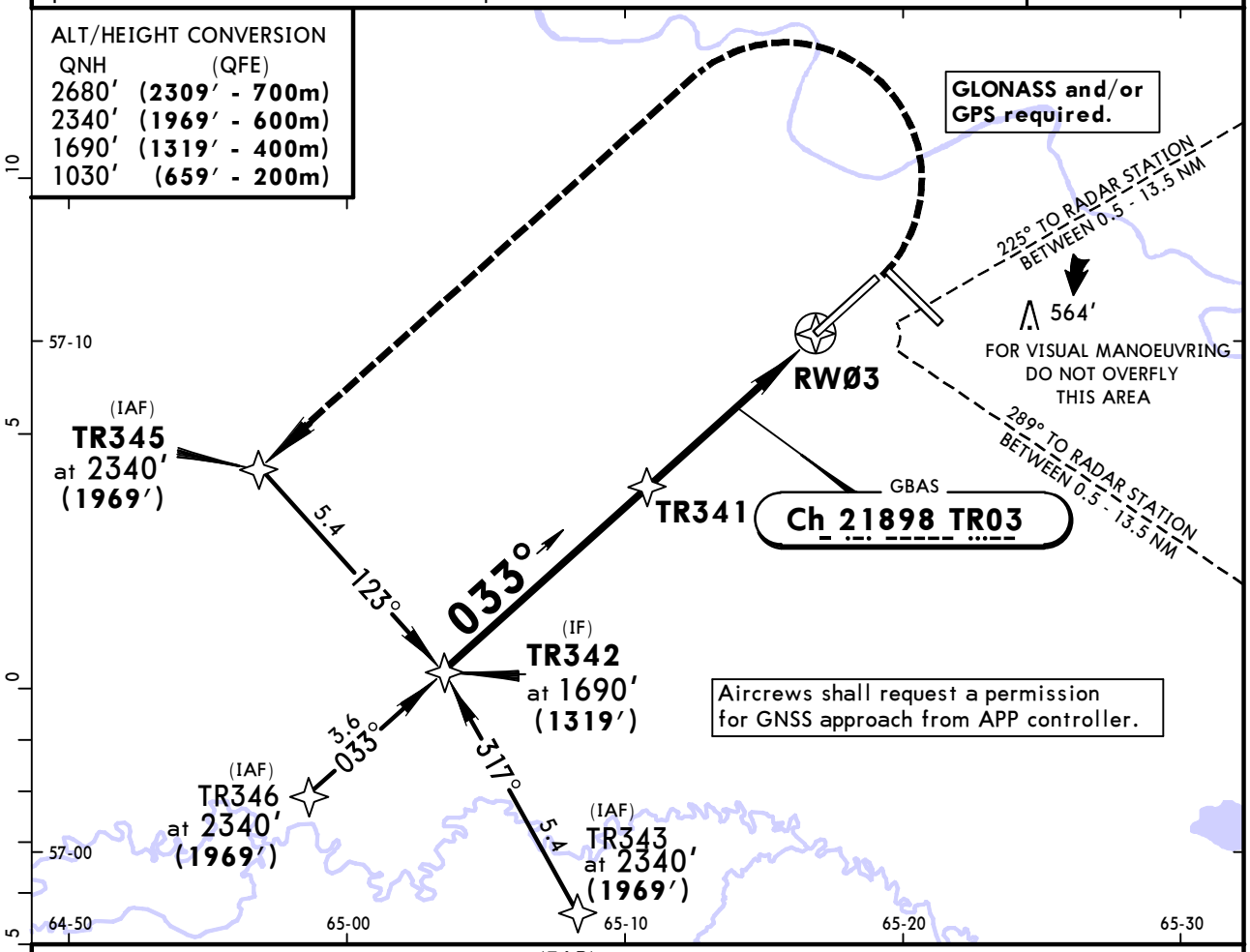
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (**2309′**)
Special acft and aircrew authorization required.

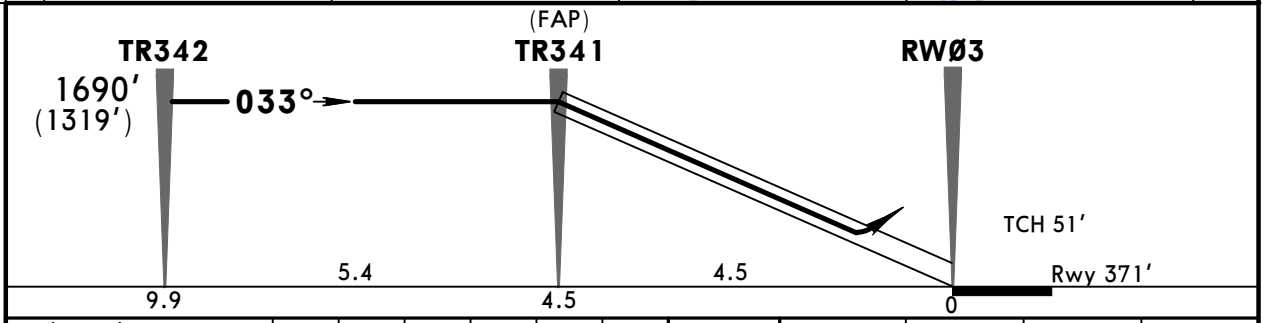


MSA ARP

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2309′ - 700m**)
2340′	(**1969′ - 600m**)
1690′	(**1319′ - 400m**)
1030′	(**659′ - 200m**)





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.67°	331	425	472	567	661	756
MAP at DA							

HIALS PAPI

1030′ (659′)	TR345	2340′ (1969′)
	LT	

PANS OPS

STRAIGHT-IN LANDING RWY **03**

DA(H) 571′(**200′**)

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	790′(419′)	1600m
135	870′(499′)	1600m
180	970′(599′)	2400m
205	1060′(689′)	3600m

[1] Circling height based on rwy 03 thresh elev of 371′.

CHANGES: Circling minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

21 APR 17 (12-41) Eff 27 Apr

TYUMEN, RUSSIA GLS Rwy 12

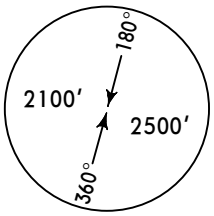
BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 377′
Ch 21487 TR12	**120°**	**TR121** 1630′(**1315′**)	515′(**200′**)	Rwy 315′

MISSED APCH: Climb STRAIGHT AHEAD to 980′(665′), then turn RIGHT to proceed to TR123 climbing to 2290′(1975′), then according to chart.

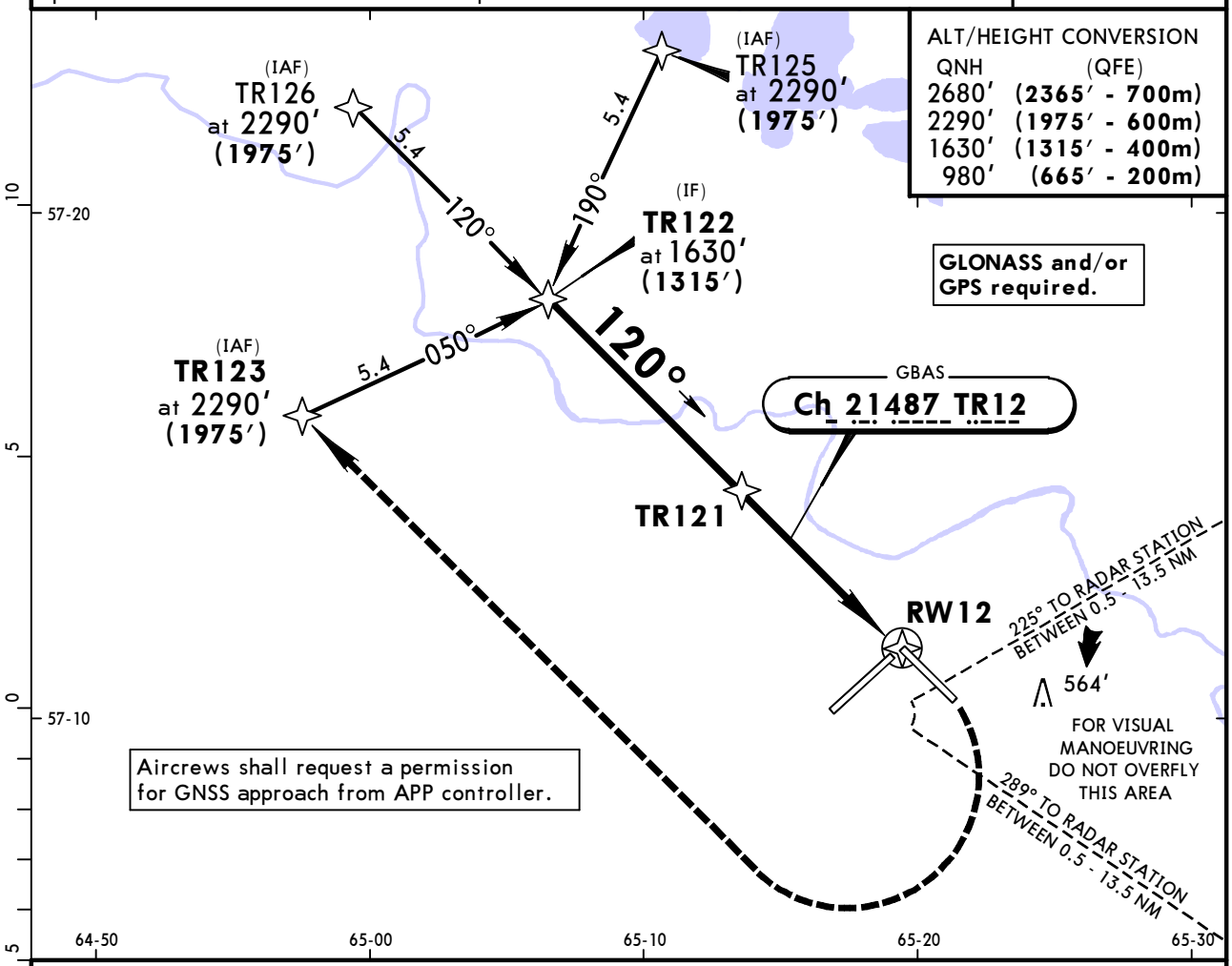
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′ **(2365′)**
Special acft and aircrew authorization required.



MSA ARP

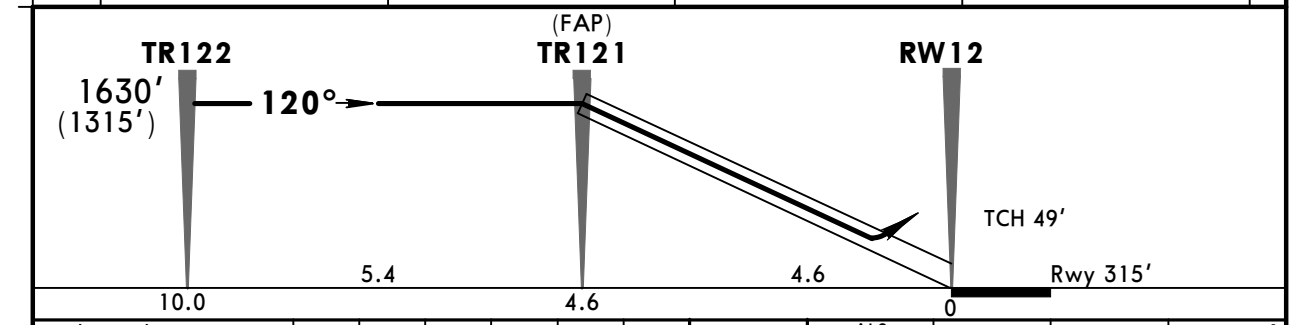
ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2365′ - 700m)**
2290′	**(1975′ - 600m)**
1630′	**(1315′ - 400m)**
980′	**(665′ - 200m)**



GLONASS and/or GPS required.

Aircrews shall request a permission for GNSS approach from APP controller.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.67°	331	425	472	567	661	756
MAP at DA						

ALS PAPI

980′ (**665′**) | **TR123** RT | 2290′ (**1975′**)

PANS OPS

STRAIGHT-IN LANDING RWY **12**

DA(H) 515′(**200′**)

	FULL	ALS out
A	1200m	
B		
C		
D		

CIRCLE-TO-LAND **1**

Max Kts	MDA(H)	
100	730′(415′)	1600m
135	810′(495′)	1600m
180	910′(595′)	2400m
205	1010′(695′)	3600m

1 Circling height based on rwy 12 thresh elev of 315′.

CHANGES: Circling minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

21 APR 17 (12-42) Eff 27 Apr

TYUMEN, RUSSIA GLS Rwy 21

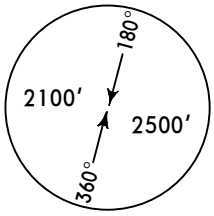
BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 377′
Ch 20665 TR21	**213°**	TR211 1660′ (1319′)	541′(200′)	Rwy 341′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′(659′), then turn RIGHT to proceed to TR213 climbing to 2310′(1969′), then according to chart.

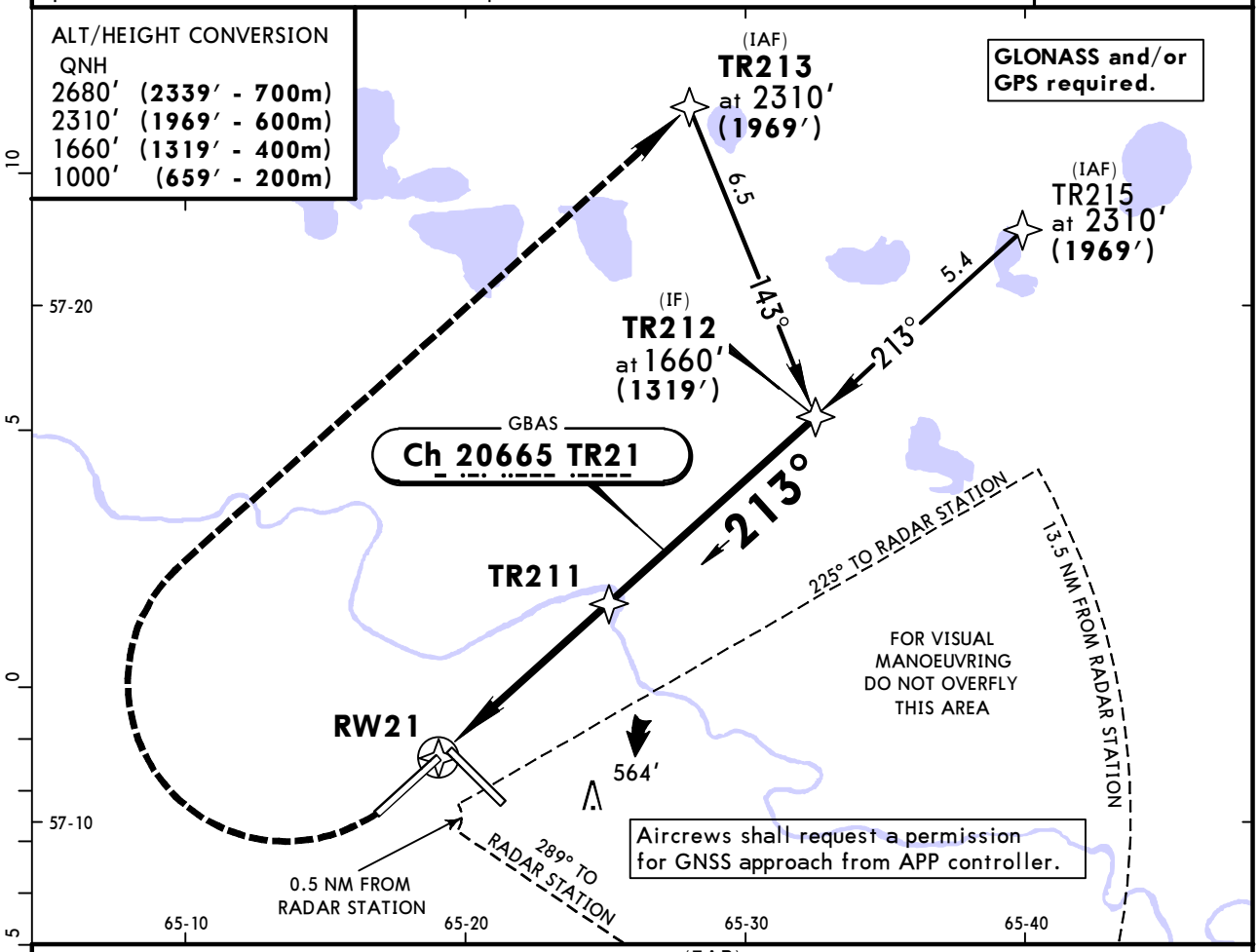
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (**2339′**)
Special acft and aircrew authorization required.



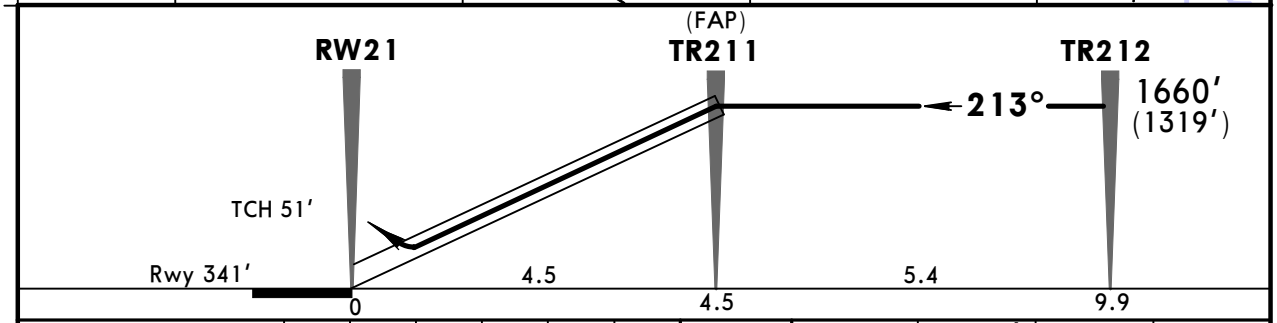
MSA ARP

ALT/HEIGHT CONVERSION
QNH
2680′ (2339′ - 700m)
2310′ (1969′ - 600m)
1660′ (1319′ - 400m)
1000′ (659′ - 200m)

GLONASS and/or GPS required.



Aircrews shall request a permission for GNSS approach from APP controller.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.67°	331	425	472	567	661	756
MAP at DA						

HIALS PAPI | 1000′ (659′) | TR213 RT | 2310′ (1969′)

STRAIGHT-IN LANDING RWY 21

DA(H) 541′(200′)

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	760′(419′)	1600m
135	840′(499′)	1600m
180	940′(599′)	2400m
205	1040′(699′)	3600m

PANS OPS

[1] Circling height based on rwy 21 thresh elev of 341′.

CHANGES: Circling minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

21 APR 17 (12-43) Eff 27 Apr

TYUMEN, RUSSIA GLS Rwy 30

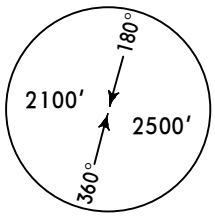
BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 377′
Ch 21076 TR30	**300°**	**TR3Ø1** 2320′(**1975′**)	545′(**200′**)	Rwy 345′

MISSED APCH: Climb STRAIGHT AHEAD to 1010′(665′), then turn LEFT to proceed to TR3Ø3 climbing to 2320′(1975′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′(**2335′**)
Special acft and aircrew authorization required.

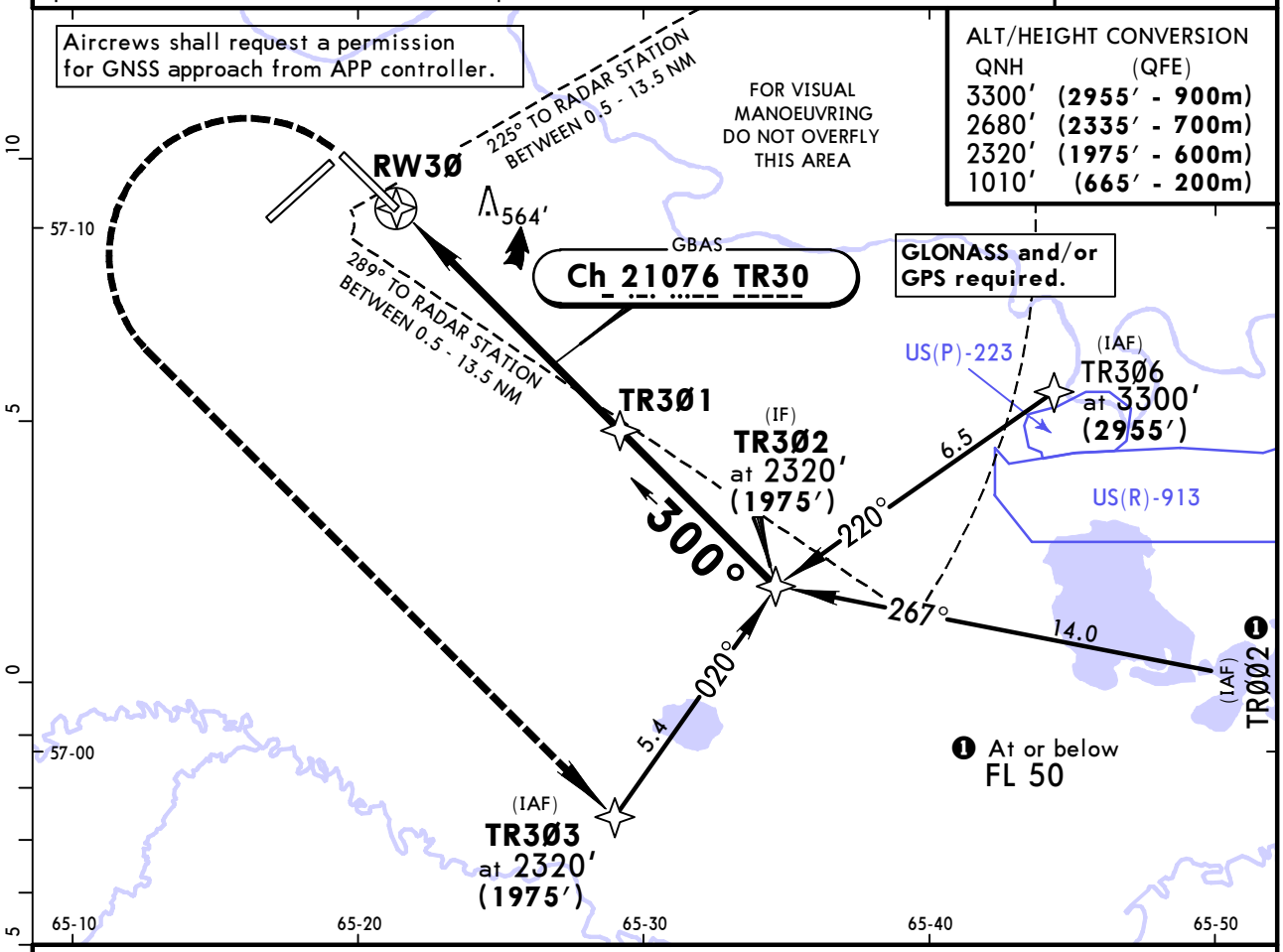


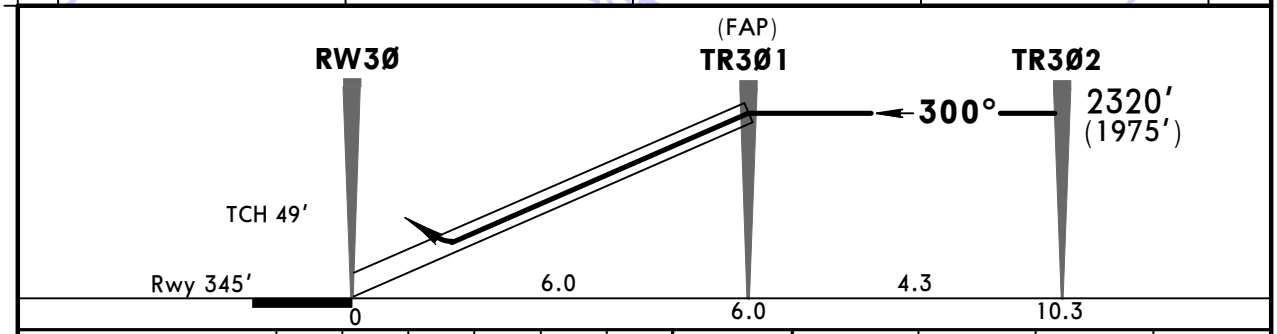
MSA ARP

Aircrews shall request a permission for GNSS approach from APP controller.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3300′	(**2955′ - 900m**)
2680′	(**2335′ - 700m**)
2320′	(**1975′ - 600m**)
1010′	(**665′ - 200m**)





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALS PAPI 1010′ (665′) TR3Ø3 LT 2320′ (1975′)

STRAIGHT-IN LANDING RWY **30**

DA(H) 545′(**200′**)

	FULL	ALS out
A	1200m	
B		
C		
D		

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	760′(415′)	1600m
135	840′(495′)	1600m
180	940′(595′)	2400m
205	1040′(695′)	3600m

PANS OPS

[1] Circling height based on rwy 30 thresh elev of 345′.

CHANGES: Circling minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

25 MAY 18 (13-1)

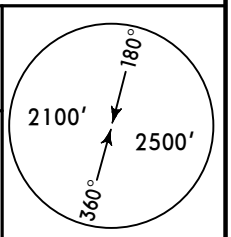
TYUMEN, RUSSIA via ARC VOR Rwy 03

BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

VOR URT	Final Apch Crs	Minimum Alt D6.3	MDA(H) Refer to Minimums	Apt Elev 377′ Rwy 371′
111.6	041°	1690′(1319′)		

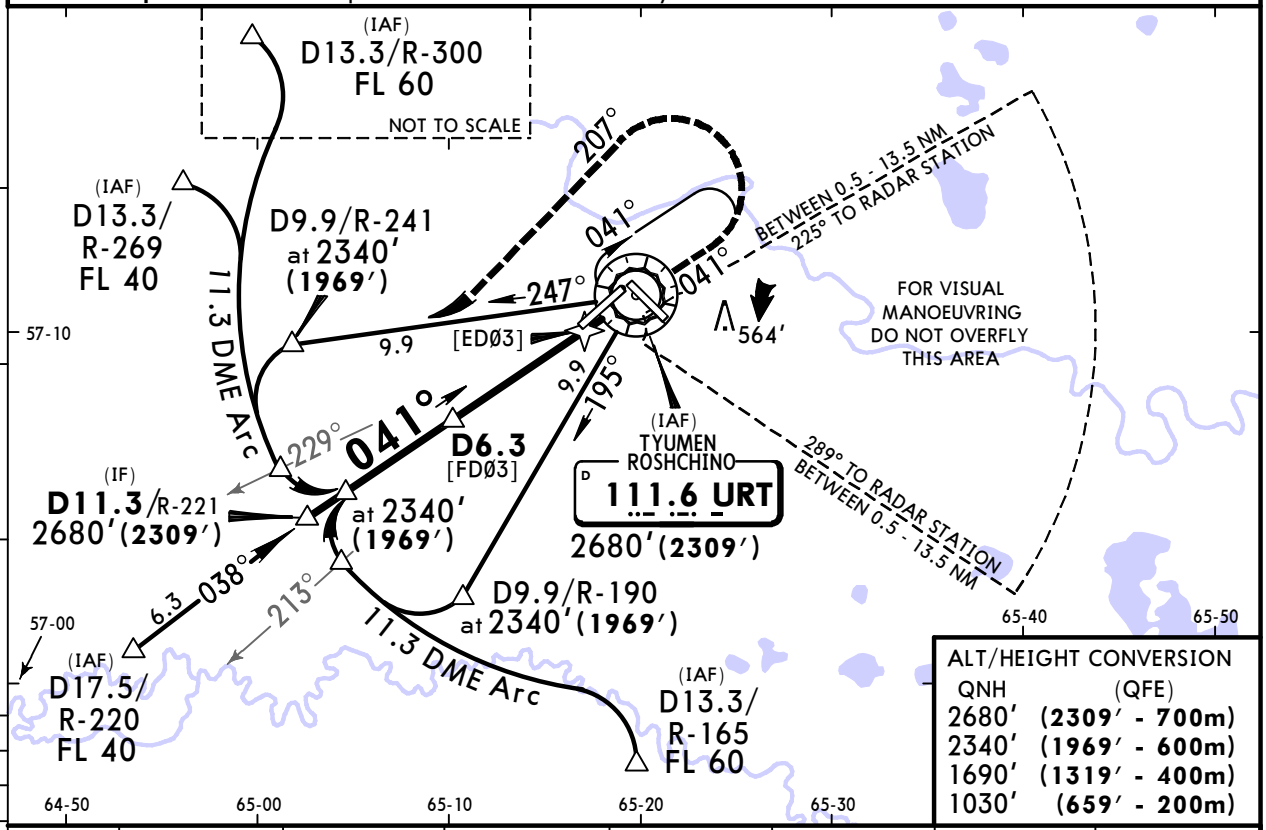
MISSED APCH: After passing VOR climb on 041° to 1030′(659′) or above, then turn LEFT onto 207° to intercept R-247 climbing to 2340′(1969′), then according to chart.



MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2680′ (2309′)

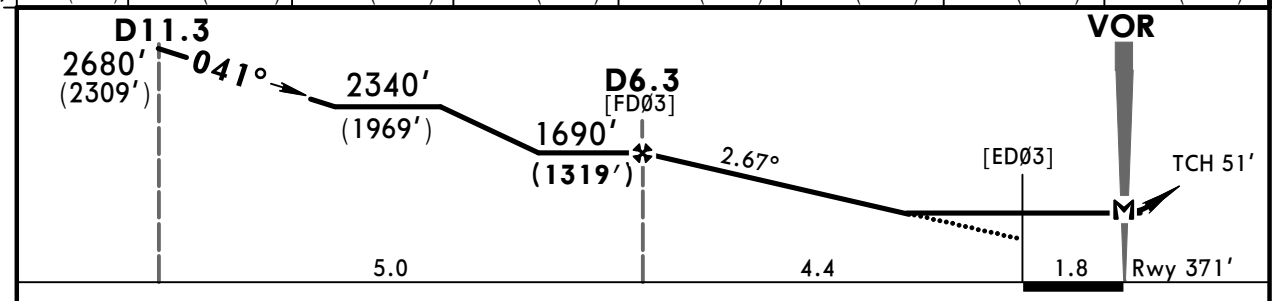
1. **DME required.** 2. Final apch track offset 8° from Rwy centerline.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2309′ - 700m)
2340′	(1969′ - 600m)
1690′	(1319′ - 400m)
1030′	(659′ - 200m)

URT DME	5.6	5.0	4.5	3.9	3.4	2.9	2.4
ALT(HAT)	1510′(1139′)	1340′(969′)	1200′(829′)	1050′(679′)	880′(509′)	740′(369′)	590′(219′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at VOR							

HIALS PAPI

1030′ (659′) or above on 041°

207° LT

PANS OPS

STRAIGHT-IN LANDING RWY 03

MDA(H) A:880′(509′) B:900′(529′) C:930′(559′) D:970′(599′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

CIRCLE-TO-LAND 1

Max Kts	MDA(H)	
100	880′(509′)	1600m
135	900′(529′)	1600m
180	970′(599′)	2400m
205	1060′(689′)	3600m

1 Circling height based on rwy 03 thresh elev of 371′.

CHANGES: Minimums. Descent angle.

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USTR/TJM ROSHCHINO

JEPPESEN

25 MAY 18 (13-2)

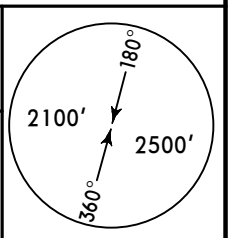
TYUMEN, RUSSIA via Baseturn or Racetrack VOR Rwy 03

BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

VOR URT	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 377′ Rwy 371′
111.6	041°			

MISSED APCH: After passing VOR turn LEFT onto 221°, climbing to 1690′(1319′), then according to chart.



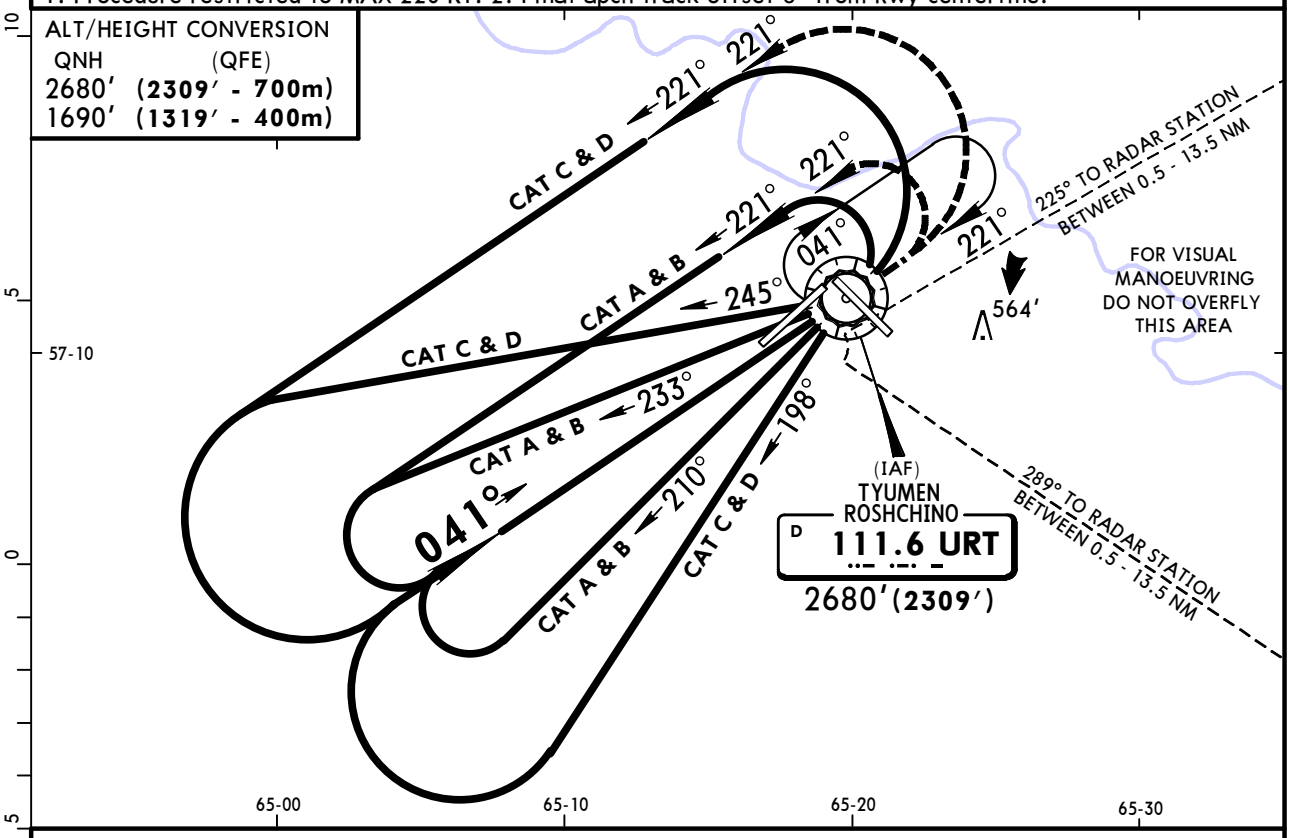
MSA ARP

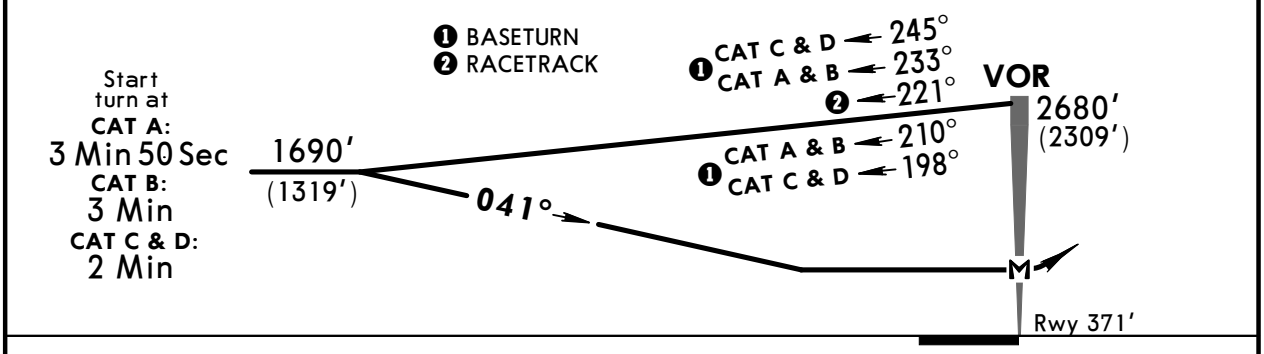
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′ **(2309′)**

1. Procedure restricted to MAX 220 KT. 2. Final apch track offset 8° from Rwy centerline.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2309′ - 700m)**
1690′	**(1319′ - 400m)**





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at VOR							

HIALS PAPI 221° LT 1690′ (1319′)

STRAIGHT-IN LANDING RWY **03**

MDA(H) A: 880′(**509′**) B: 900′(**529′**) C: 930′(**559′**) D: 970′(**599′**)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	
100	880′(509′)	1600m
135	900′(529′)	1600m
180	970′(599′)	2400m
205	1060′(689′)	3600m

PANS OPS

❶ Circling height based on rwy 03 thresh elev of 371′.

CHANGES: Minimums.

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USTR/TJM ROSHCHINO

JEPPESEN

21 APR 17 (13-3) Eff 27 Apr

TYUMEN, RUSSIA via Arc VOR Rwy 12

BRIEFING STRIP

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

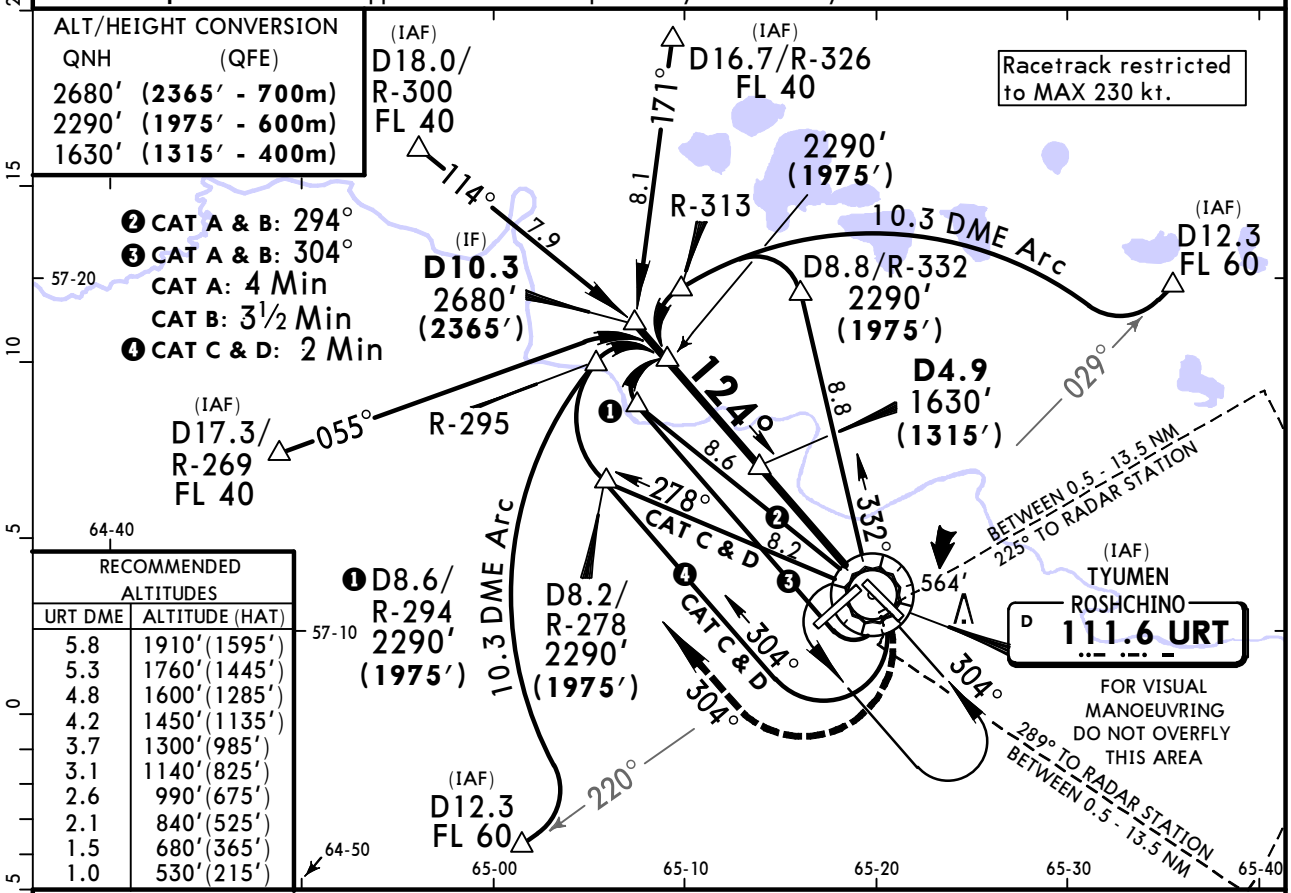
VOR URT	Final Apch Crs	Minimum Alt D4.9	MDA(H)	Apt Elev 377′ Rwy 315′
111.6	124°	1630′(1315′)	660′(345′)	

MISSED APCH: Climb to 2290′(1975′). After passing VOR, turn RIGHT onto 304°, then according to chart.

MSA ARP: 2100 (180°–360°), 2500

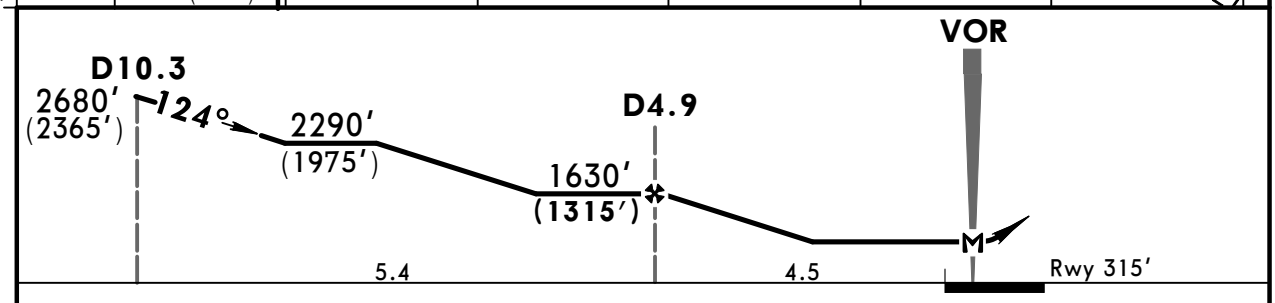
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2680′ (2365′)

1. DME required. 2. Final approach track is displaced by 4° from Rwy centerline.



RECOMMENDED ALTITUDES

URT DME	ALTITUDE (HAT)
5.8	1910′(1595′)
5.3	1760′(1445′)
4.8	1600′(1285′)
4.2	1450′(1135′)
3.7	1300′(985′)
3.1	1140′(825′)
2.6	990′(675′)
2.1	840′(525′)
1.5	680′(365′)
1.0	530′(215′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at VOR							

ALS PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY 12

MDA(H) 660′(345′)

		ALS out
A	1600m	
B		
C		
D	2000m	

CIRCLE-TO-LAND 1

Max Kts	MDA(H)	
100	730′(415′)	1600m
135	810′(495′)	1600m
180	910′(595′)	2400m
205	1010′(695′)	3600m

1 Circling height based on rwy 12 thresh elev of 315′.

CHANGES: New procedure.

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USTR/TJM ROSHCHINO

JEPPESEN

21 APR 17 (13-4) Eff 27 Apr

TYUMEN, RUSSIA via Baseturn or Racetrack VOR Rwy 12

BRIEFING STRIP

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

VOR URT	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 377′ Rwy 315′
111.6	124°			

MISSED APCH: After passing VOR, turn RIGHT onto 304° climbing to 1630′(1315′), then according to chart.

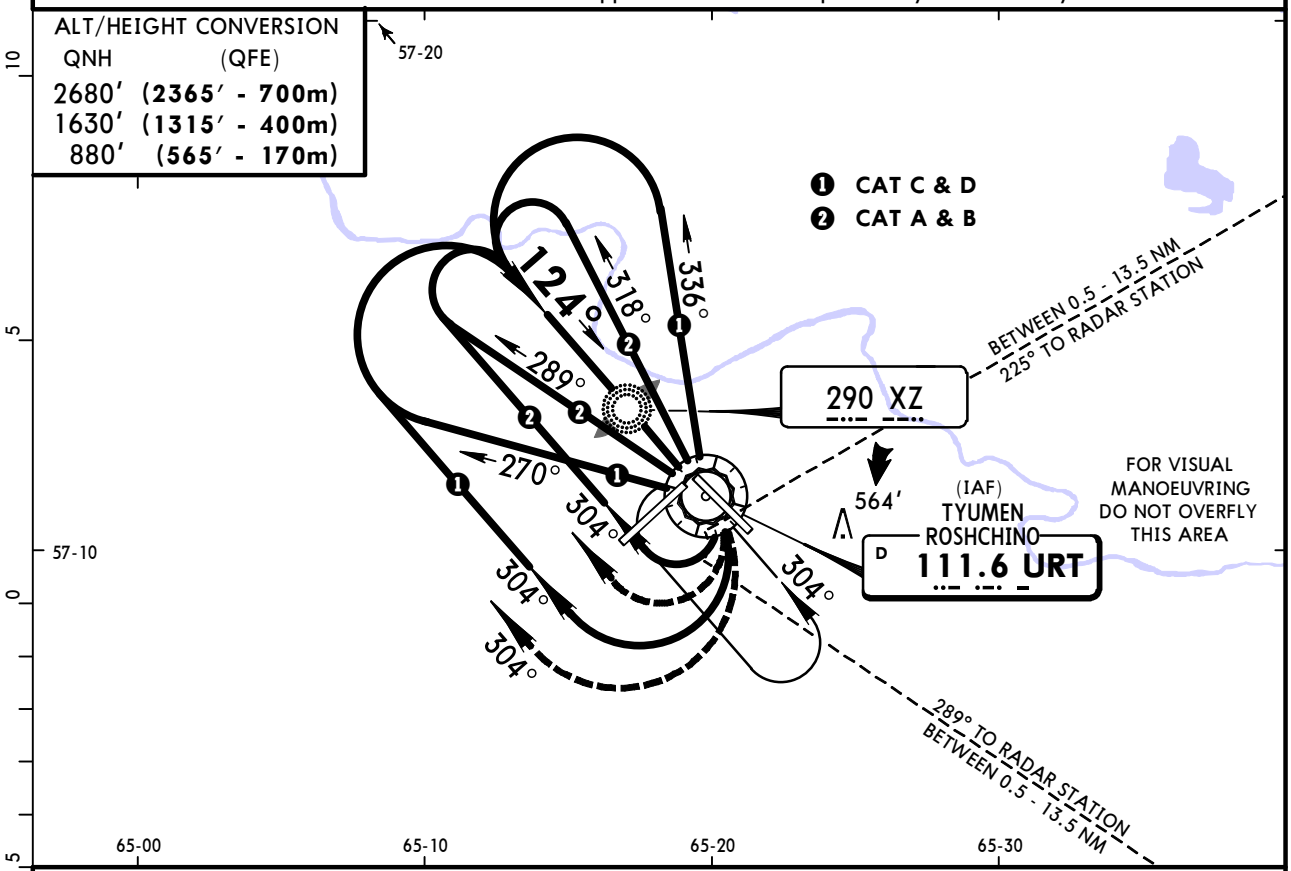
MSA ARP: 2100 (180°–360°), 2500

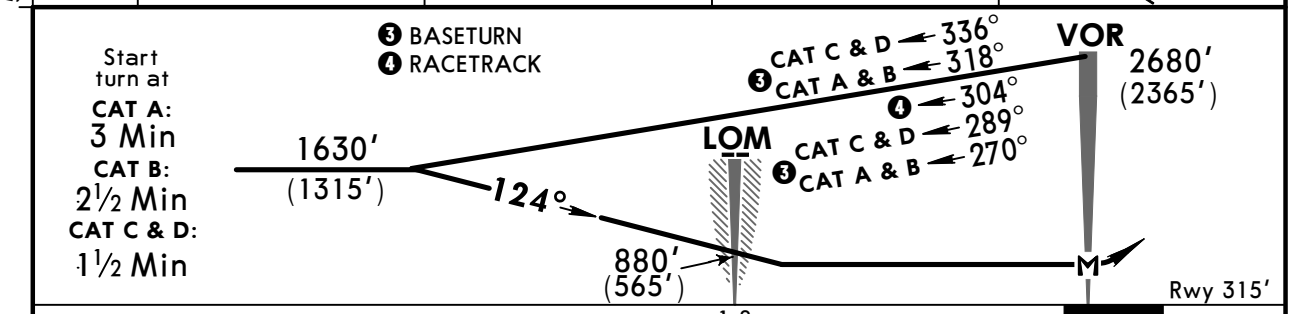
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′ **(2365′)**

1. Procedure restricted to MAX 220 KT. 2. Final approach track is displaced by 4° from Rwy centerline.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2365′ - 700m)**
1630′	**(1315′ - 400m)**
880′	**(565′ - 170m)**





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at VOR							

ALS PAPI | 304° RT | 1630′ (1315′)

PANS OPS

STRAIGHT-IN LANDING RWY 12

	VOR + NDB MDA(H) 660′(345′)		VOR MDA(H) 710′(395′)	
		ALS out		ALS out
A	1600m		1600m	
B				
C				
D	2000m		2000m	

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	
100	730′(415′)	1600m
135	810′(495′)	1600m
180	910′(595′)	2400m
205	1010′(695′)	3600m

❶ Circling height based on rwy 12 thresh elev of 315′.

CHANGES: New procedure.

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USTR/TJM ROSHCHINO

JEPPESEN

21 APR 17 Eff 27 Apr (13-5) CAT A & B

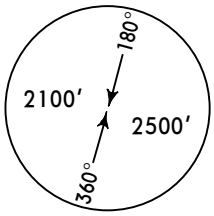
TYUMEN, RUSSIA via ARC VOR Rwy 21

BRIEFING STRIP

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

VOR URT	Final Apch Crs	Minimum Alt D4.4	MDA(H) Refer to Minimums	Apt Elev 377′ Rwy 341′
111.6	195°	1660′(1319′)		

MISSED APCH: Climb to 1000′(659′) or above. After passing VOR turn RIGHT onto 015° climbing to 2310′(1969′), then according to chart.



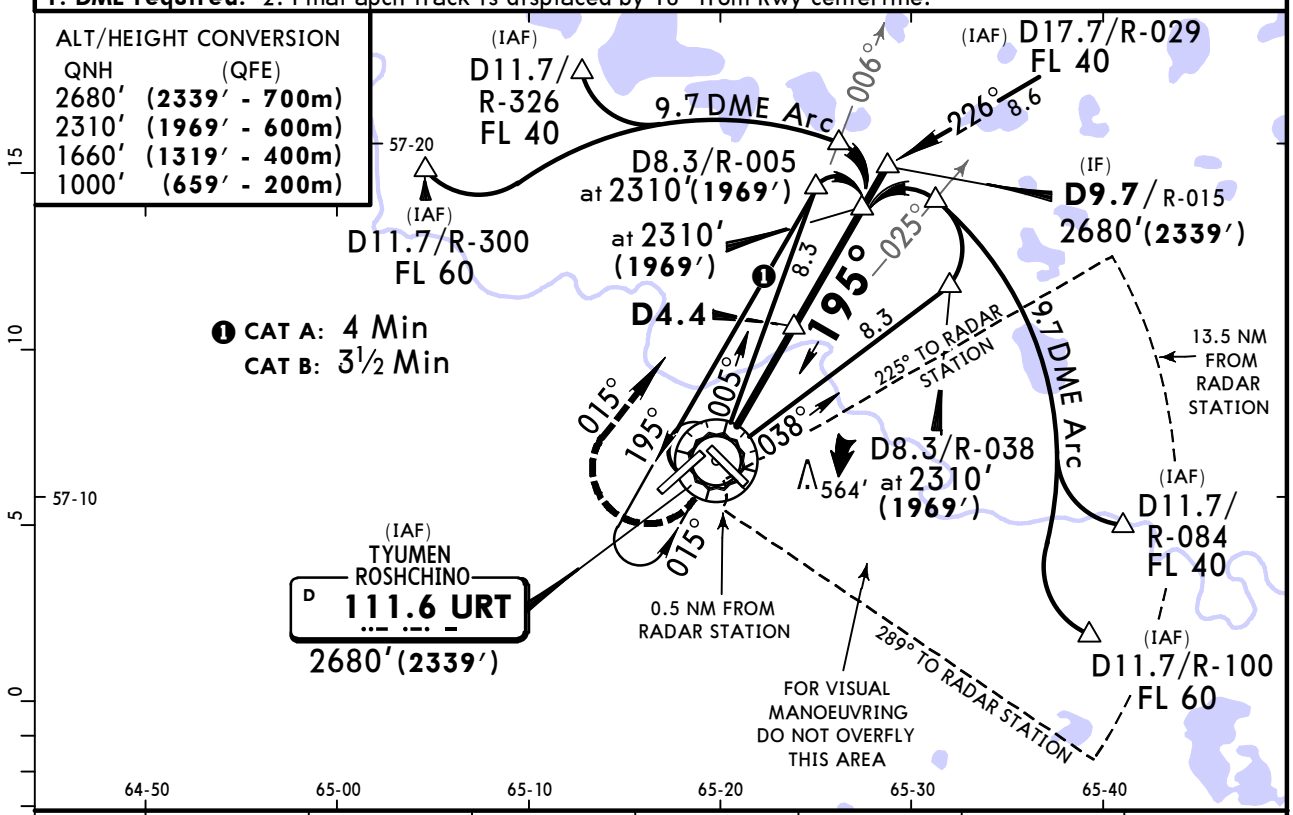
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2680′ (2339′)

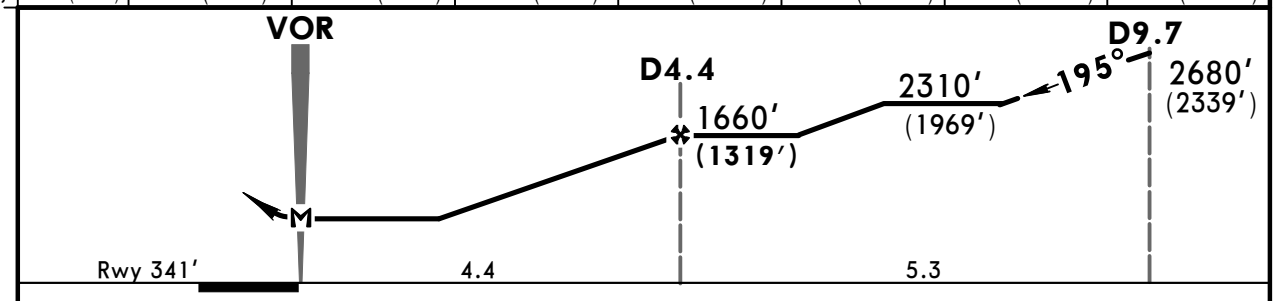
1. DME required. 2. Final apch track is displaced by 18° from Rwy centerline.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2339′ - 700m)
2310′	(1969′ - 600m)
1660′	(1319′ - 400m)
1000′	(659′ - 200m)



URT DME	2.2	2.7	3.2	3.8	4.3	4.8	5.3
ALT (HAT)	1020′(679′)	1170′(829′)	1310′(969′)	1480′(1139′)	1630′(1289′)	1770′(1429′)	1940′(1599′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at VOR							

HIALS
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY 21

MDA(H) A: 970′(629′) B: 1000′(659′)

		ALS out
A	RVR 720m VIS 800m	1600m
B		
C	NOT AUTHORIZED	
D		

CIRCLE-TO-LAND 1

Max Kts	MDA(H)	
100	760′(419′)	1600m
135	840′(499′)	1600m
C	NOT AUTHORIZED	
D		

1 Circling height based on rwy 21 thresh elev of 341′.

CHANGES: New procedure.

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USTR/TJM ROSHCHINO

JEPPESEN

21 APR 17 Eff 27 Apr (13-6) CAT A & B

TYUMEN, RUSSIA via Baseturn or Racetrack VOR Rwy 21

BRIEFING STRIP™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

VOR URT	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 377′ Rwy 341′
111.6	195°			

MISSED APCH: After passing VOR turn RIGHT onto 015° climbing to 1660′(1319′), then according to chart.

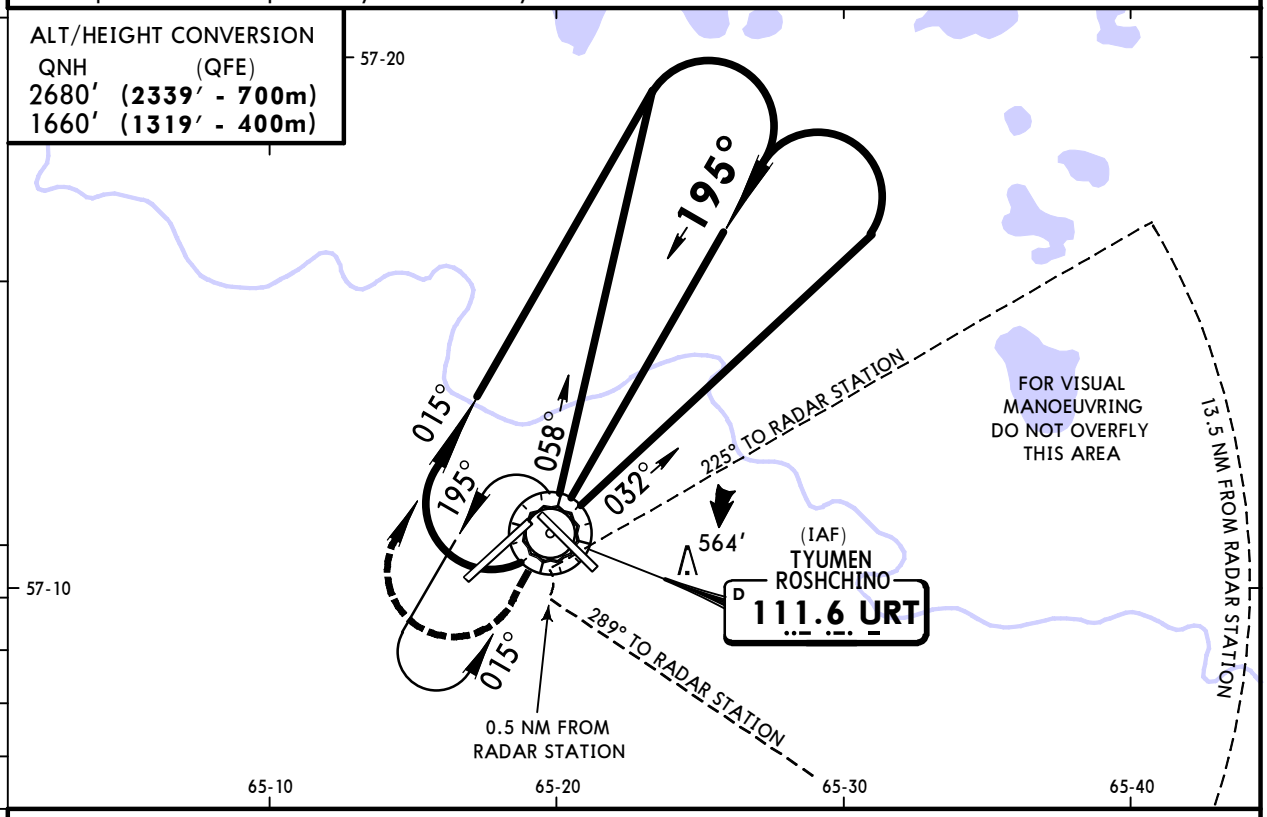
MSA ARP: 2100′ (180°–360°), 2500′

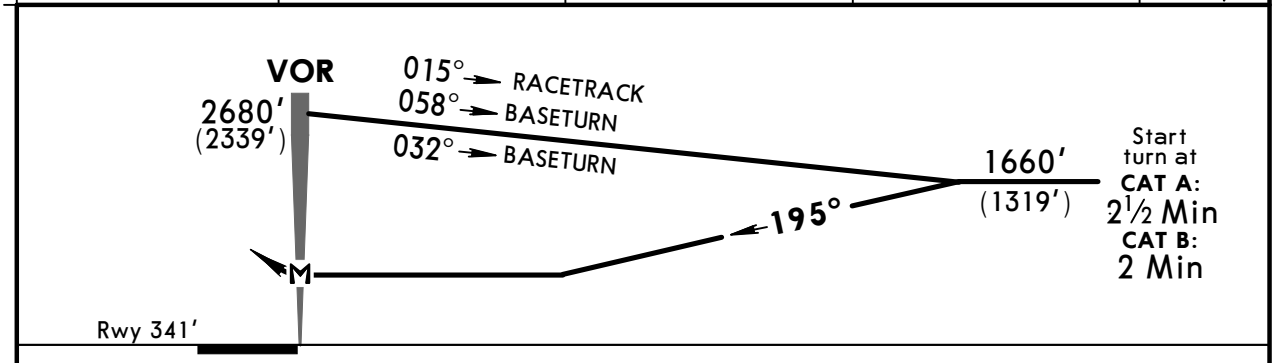
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′ **(2339′)**

Final apch track is displaced by 18° from Rwy centerline.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2339′ - 700m)**
1660′	**(1319′ - 400m)**





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at VOR							

HIALS PAPI — 015° RT — 1660′ (1319′)

PANS OPS

STRAIGHT-IN LANDING RWY 21

MDA(H) A: 970′(629′) B: 1000′(659′)

		ALS out
A	RVR 720m VIS 800m	1600m
B		
C	NOT AUTHORIZED	
D		

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	760′(419′)	1600m
135	840′(499′)	1600m
C	NOT AUTHORIZED	
D		

[1] Circling height based on rwy 21 thresh elev of 341′.

CHANGES: New procedure.

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JEPPESEN

25 MAY 18 (13-7)

TYUMEN, RUSSIA via Arc VOR Rwy 30

BRIEFING STRIP™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

VOR URT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 377′
111.6	**297°**	**D5.1** 1660′(**1315′**)	750′(**405′**)	Rwy 345′

MISSED APCH: After passing VOR climb to 1010′(665′) or above, then turn LEFT onto 113° to intercept R-143 climbing to 2320′(1975′), then according to chart.

MSA ARP: 180°, 2100, 2500, 360°

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (**2335′**)

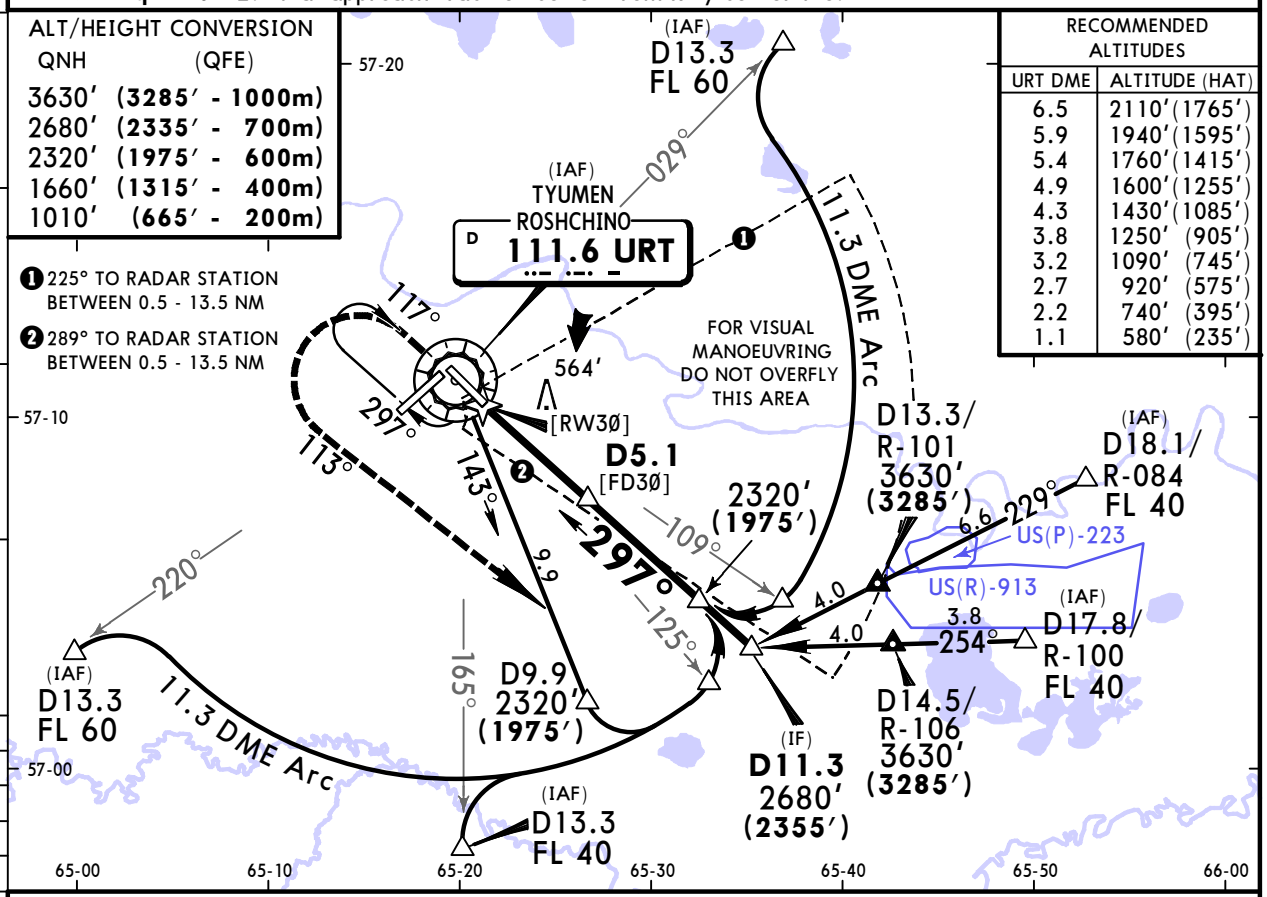
1. DME required. 2. Final approach track offset 3° from Rwy centerline.

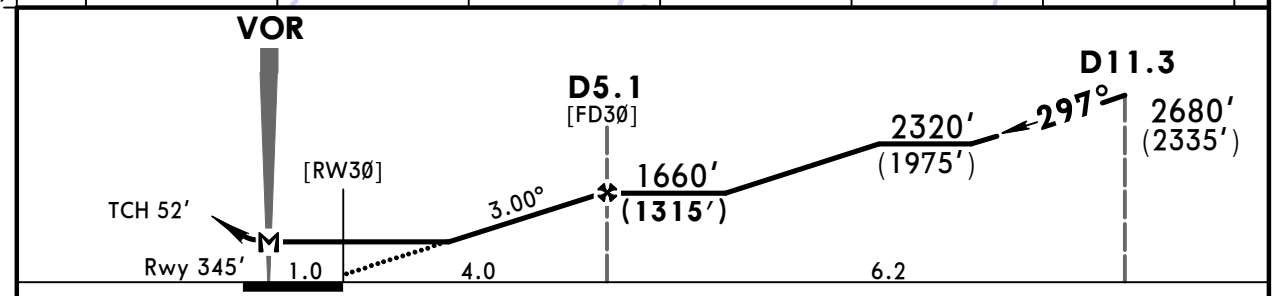
ALT/HEIGHT CONVERSION

QNH	(QFE)
3630′	(**3285′ - 1000m**)
2680′	(**2335′ - 700m**)
2320′	(**1975′ - 600m**)
1660′	(**1315′ - 400m**)
1010′	(**665′ - 200m**)

RECOMMENDED ALTITUDES

URT DME	ALTITUDE (HAT)
6.5	2110′(1765′)
5.9	1940′(1595′)
5.4	1760′(1415′)
4.9	1600′(1255′)
4.3	1430′(1085′)
3.8	1250′ (905′)
3.2	1090′ (745′)
2.7	920′ (575′)
2.2	740′ (395′)
1.1	580′ (235′)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALS PAPI | 1010′ (**665′**) or above | **113°** LT | 2320′ (**1975′**)

PANS OPS

STRAIGHT-IN LANDING RWY **30**

MDA(H) 750′(**405′**)

		ALS out
A	RVR 1500m VIS 1600m	
B		
C	RVR 1800m VIS 2000m	
D		

CIRCLE-TO-LAND **1**

Max Kts	MDA(H)	
100	760′(415′)	1600m
135	840′(495′)	1600m
180	940′(595′)	2400m
205	1040′(695′)	3600m

1 Circling height based on rwy 30 thresh elev of 345′.

CHANGES: Minimums. Descent angle.

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USTR/TJM ROSHCHINO

JEPPESEN

25 MAY 18 (13-8)

TYUMEN, RUSSIA via Baseturn or Racetrack VOR Rwy 30

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

VOR URT	Final Apch Crs	No FAF	MDA(H)	Apt Elev 377′ Rwy 345′
111.6	**297°**		1110′(**765′**)	

MISSED APCH: Turn LEFT on 117° climbing to 2320′(1975′), then according to chart.

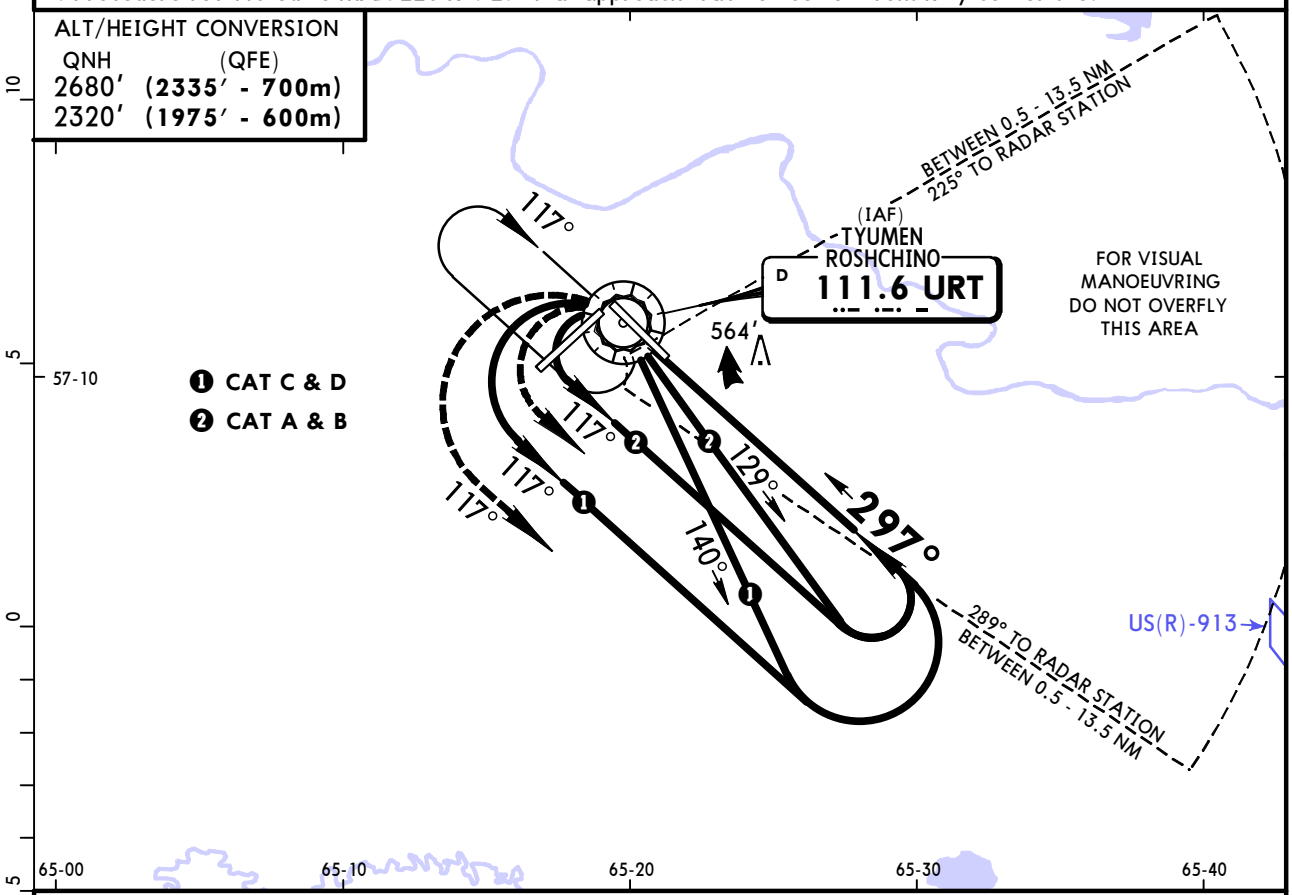
MSA ARP: 2100 (180°–360°), 2500

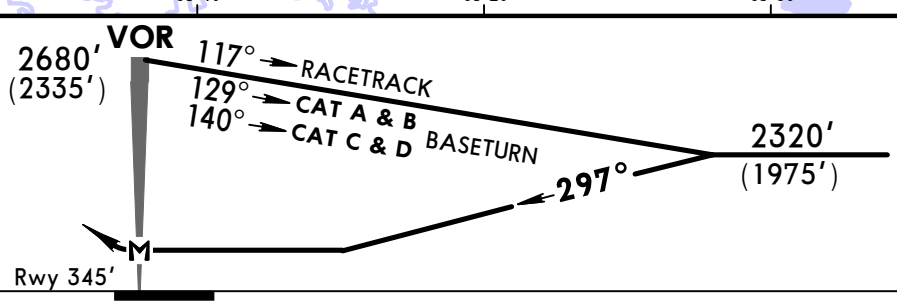
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′ **(2335′)**

1. Procedure restricted to MAX 220 KT. 2. Final approach track offset 3° from Rwy centerline.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2335′ - 700m)**
2320′	**(1975′ - 600m)**





Start turn at
CAT A: 3½ Min
CAT B: 3 Min
CAT C & D: 2 Min

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALS PAPI | **117°** LT | **2320′ (1975′)**

PANS OPS

STRAIGHT-IN LANDING RWY **30**

MDA(H) 1110′(**765′**)

		ALS out
A	RVR 1500m VIS 1600m	
B	RVR 1800m VIS 2000m	
C	3600m	
D	4000m	

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	1110′(765′)	1600m
135	1110′(765′)	2000m
180	1110′(765′)	3600m
205	1110′(765′)	4000m

[1] Circling height based on rwy 30 thresh elev of 345′.

CHANGES: Minimums.

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JEPPESEN

25 MAY 18 (16-1)

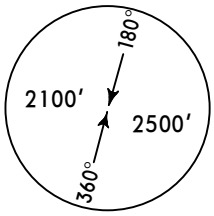
TYUMEN, RUSSIA
2 NDB or NDB Rwy 03

BRIEFING STRIP™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

NDB RN	Final Apch Crs	Minimum Alt LOM	MDA(H) Refer to Minimums	Apt Elev 377′ Rwy 371′
315	**033°**	1000′(**629′**)		

MISSED APCH: Climb on 033° to 1030′(659′), then turn LEFT onto 213° climbing to 2340′(1969′), then according to chart.

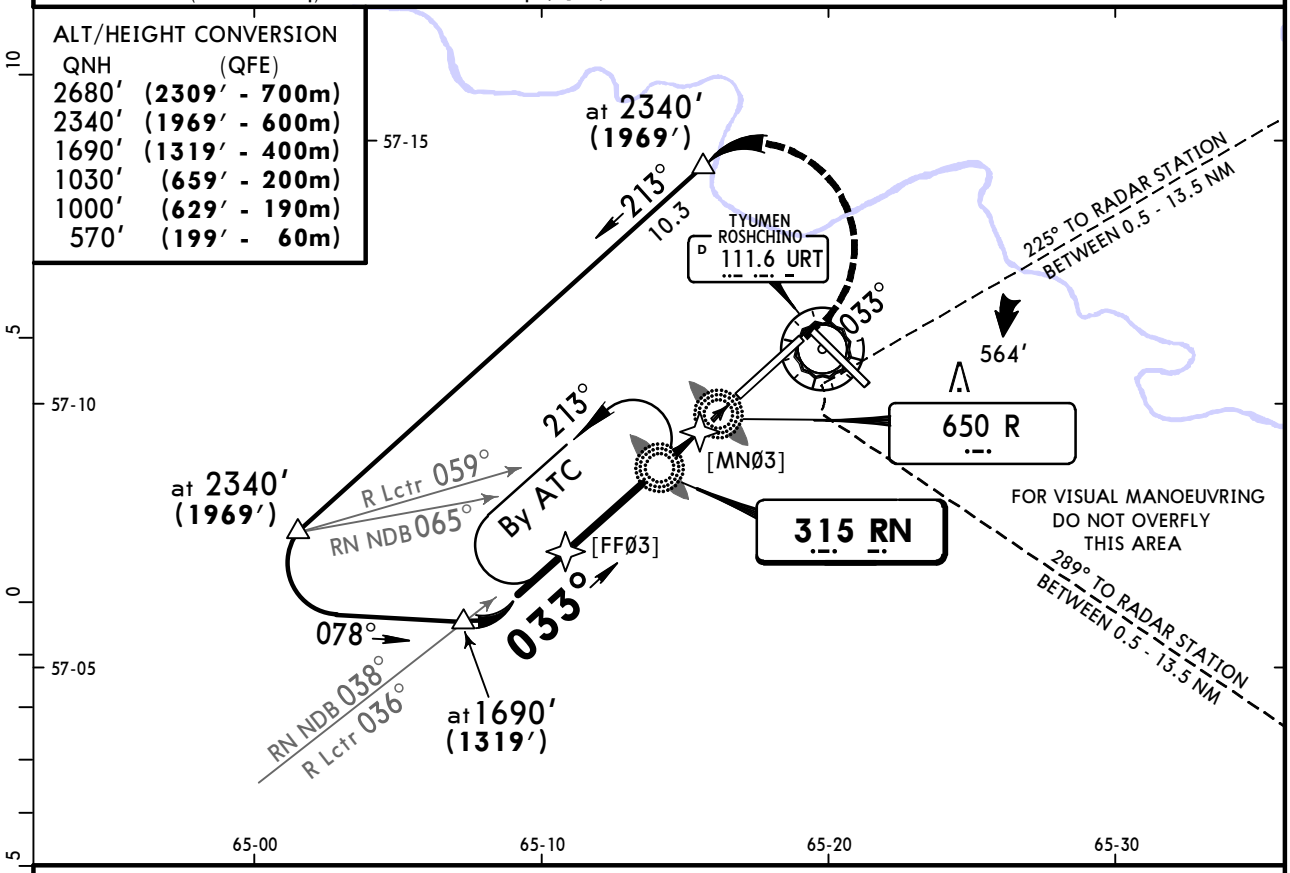


MSA ARP

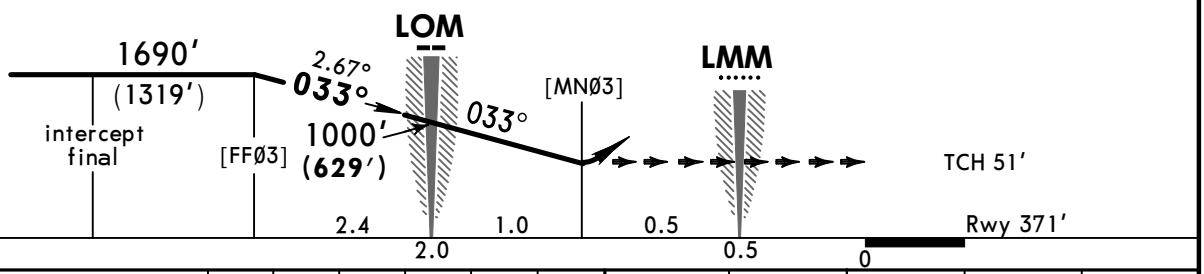
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 | Trans alt: 2680′ (**2309′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2309′ - 700m**)
2340′	(**1969′ - 600m**)
1690′	(**1319′ - 400m**)
1030′	(**659′ - 200m**)
1000′	(**629′ - 190m**)
570′	(**199′ - 60m**)



Pass LMM not below 570′(199′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756

HIALS PAPI | 1030′ (659′) on 033° | 213° LT | 2340′ (1969′)

PANS OPS

STRAIGHT-IN LANDING RWY **03**

	2 NDB or RN NDB MDA(H) 730′(**359′**)	ALS out	**R Lctr** MDA(H) 790′(**419′**)	ALS out
A	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m
B				
C				
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	790′(419′) [2]	2000m
135	870′(499′) [2]	2000m
180	970′(599′)	2400m
205	1060′(689′)	3600m

[1] Circling height based on rwy 03 thresh elev of 371′.
[2] After R Lctr apch: VIS 2400m.

CHANGES: Minimums. Descent angle.

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JEPPESEN

25 MAY 18 (16-2)

TYUMEN, RUSSIA
2 NDB or NDB Rwy 12

BRIEFING STRIP

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

NDB XZ	Final Apch Crs	Minimum Alt RADAR FIX	MDA(H) Refer to Minimums	Apt Elev 377′ Rwy 315′
290	**120°**	1630′(**1315′**)		

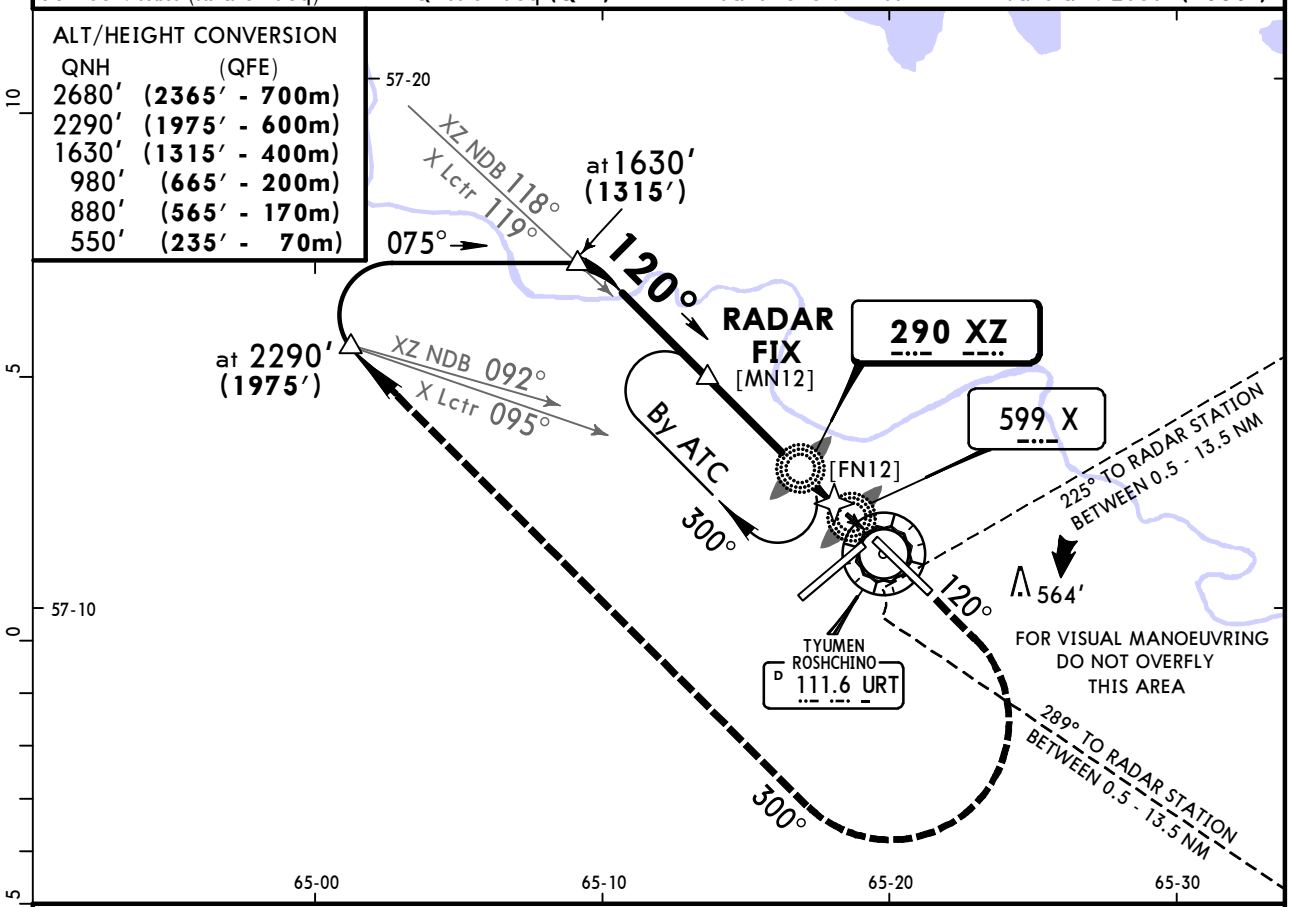
MISSED APCH: Climb on 120° to 980′(665′), then turn RIGHT onto 300° climbing to 2290′(1975′), then according to chart.

180° 2100′ 2500′ 360° MSA ARP

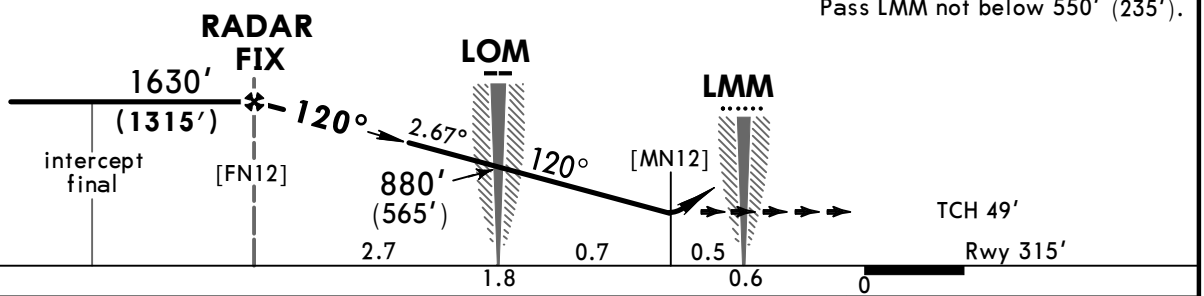
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 | Trans alt: 2680′ (**2365′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2365′ - 700m**)
2290′	(**1975′ - 600m**)
1630′	(**1315′ - 400m**)
980′	(**665′ - 200m**)
880′	(**565′ - 170m**)
550′	(**235′ - 70m**)



Pass LMM not below 550′ (235′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756

ALS PAPI | 980′ (**665′**) on **120°** | **300°** RT | 2290′ (**1975′**)

STRAIGHT-IN LANDING RWY **12**

2 NDB with FAF	**2 NDB** w/o FAF	**XZ NDB** w/o FAF	**X Lctr** w/o FAF
MDA(H) 660′(**345′**)	MDA(H) 910′(**595′**)	MDA(H) 670′(**355′**)	MDA(H) AB:710′(**395′**) CD:730′(**415′**)
ALS out	ALS out	ALS out	ALS out

A	1900m	3600m	RVR 1800m VIS 2000m	2300m
B				
C				2400m
D				

CIRCLE-TO-LAND [1]

Max Kts.	MDA(H)	
100	730′(415′)	[2] 1900m
135	810′(495′)	[2] 1900m
180	910′(595′)	[2] 2400m
205	1010′(695′)	3600m

PANS OPS

[1] Circling height based on rwy 12 thresh elev of 315′. [2] or higher minimums of preceding straight-in approach.

CHANGES: Minimums. Descent angle.

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USTR/TJM ROSHCHINO

JEPPESEN

25 MAY 18 (16-3)

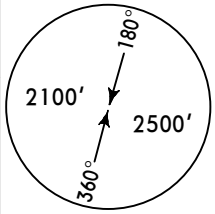
TYUMEN, RUSSIA
2 NDB or NDB Rwy 21

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

NDB TM	Final Apch Crs	Minimum Alt LOM	MDA(H) Refer to Minimums	Apt Elev 377′ Rwy 341′
315	213°	1030′(689′)		

MISSED APCH: Climb on 213° to 1000′(659′), then turn RIGHT onto 033° climbing to 2310′(1969′), then according to chart.

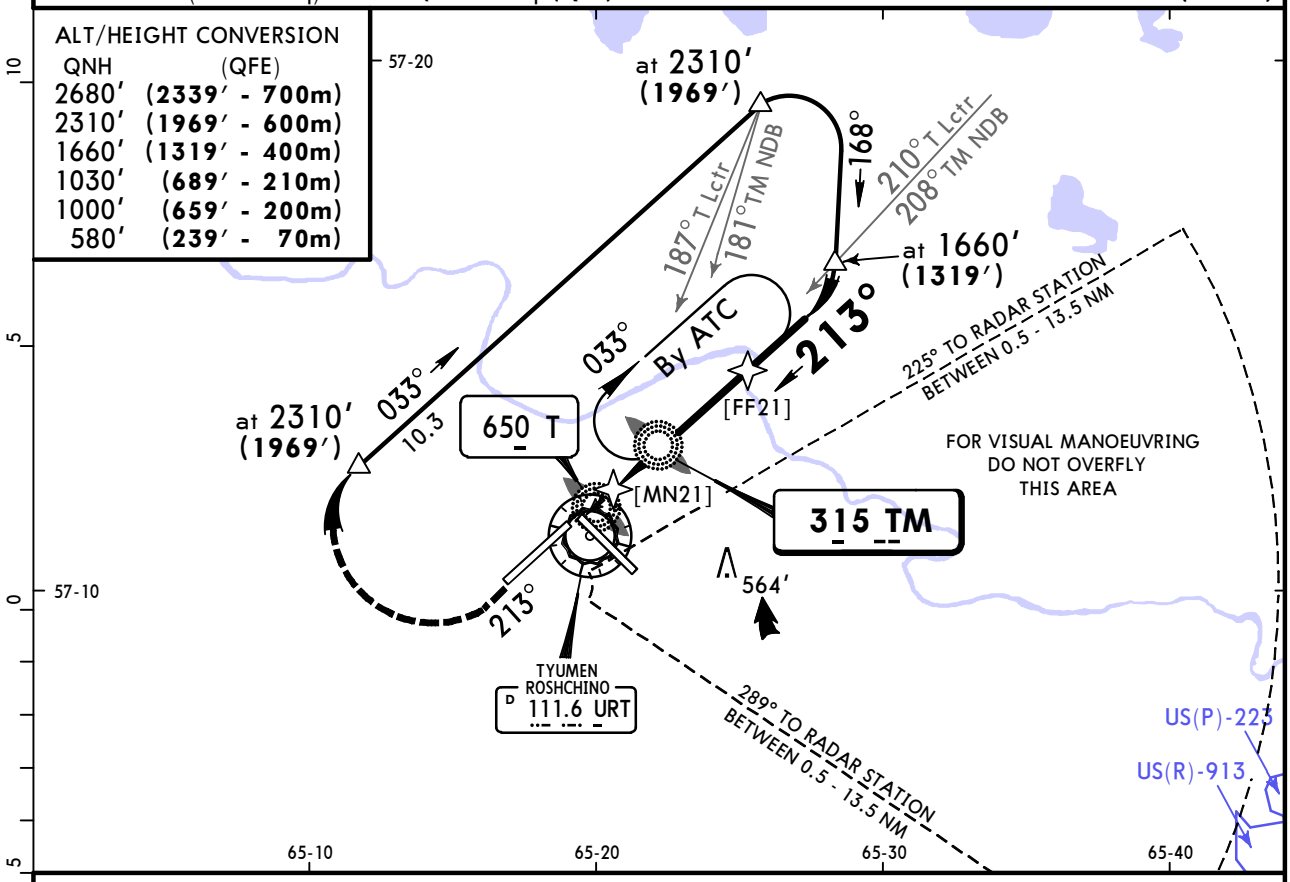


MSA ARP

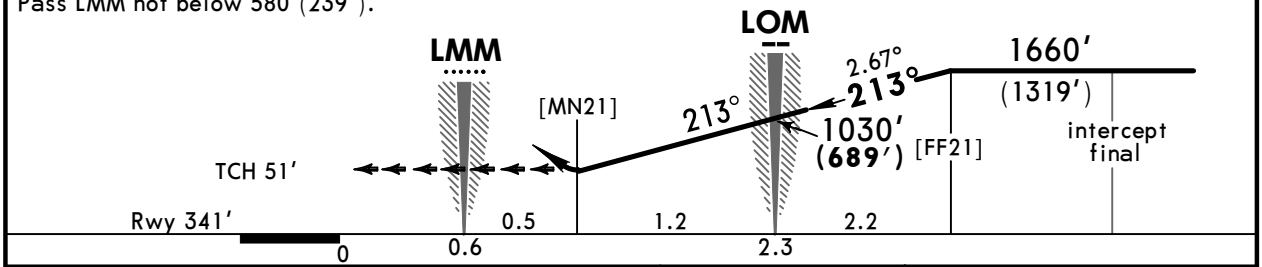
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 | Trans alt: 2680′ (2339′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2339′ - 700m)
2310′	(1969′ - 600m)
1660′	(1319′ - 400m)
1030′	(689′ - 210m)
1000′	(659′ - 200m)
580′	(239′ - 70m)



Pass LMM not below 580′(239′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756

HIALS PAPI | 1000′ (659′) on 213° | 033° RT | 2310′ (1969′)

PANS OPS

STRAIGHT-IN LANDING RWY 21

	2 NDB or TM NDB MDA(H) 700′(359′)	ALS out	T Lctr MDA(H) 710′(369′)	ALS out
A	1200m	RVR 1800m VIS 2000m	1300m	2100m
B				
C				
D	RVR 1500m VIS 1600m		1700m	

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)
100	760′(419′) 2000m [2]
135	840′(499′) 2000m [2]
180	940′(599′) 2400m
205	1040′(689′) 3600m

[1] Circling height based on rwy 21 thresh elev of 341′.
[2] After T Lctr apch: VIS 2100m.

CHANGES: Minimums. Descent angle.

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USTR/TJM ROSHCHINO

JEPPESEN

25 MAY 18 (16-4)

TYUMEN, RUSSIA NDB Rwy 30

BRIEFING STRIP ™

ATIS	TYUMEN Approach (R)	TYUMEN Start (TWR)	Ground
121.7	126.1	118.2	119.0

Lctr	Final Apch Crs	No FAF	MDA(H)	Apt Elev 377′
X **599**	**300°**		1150′(**805′**)	Rwy 345′

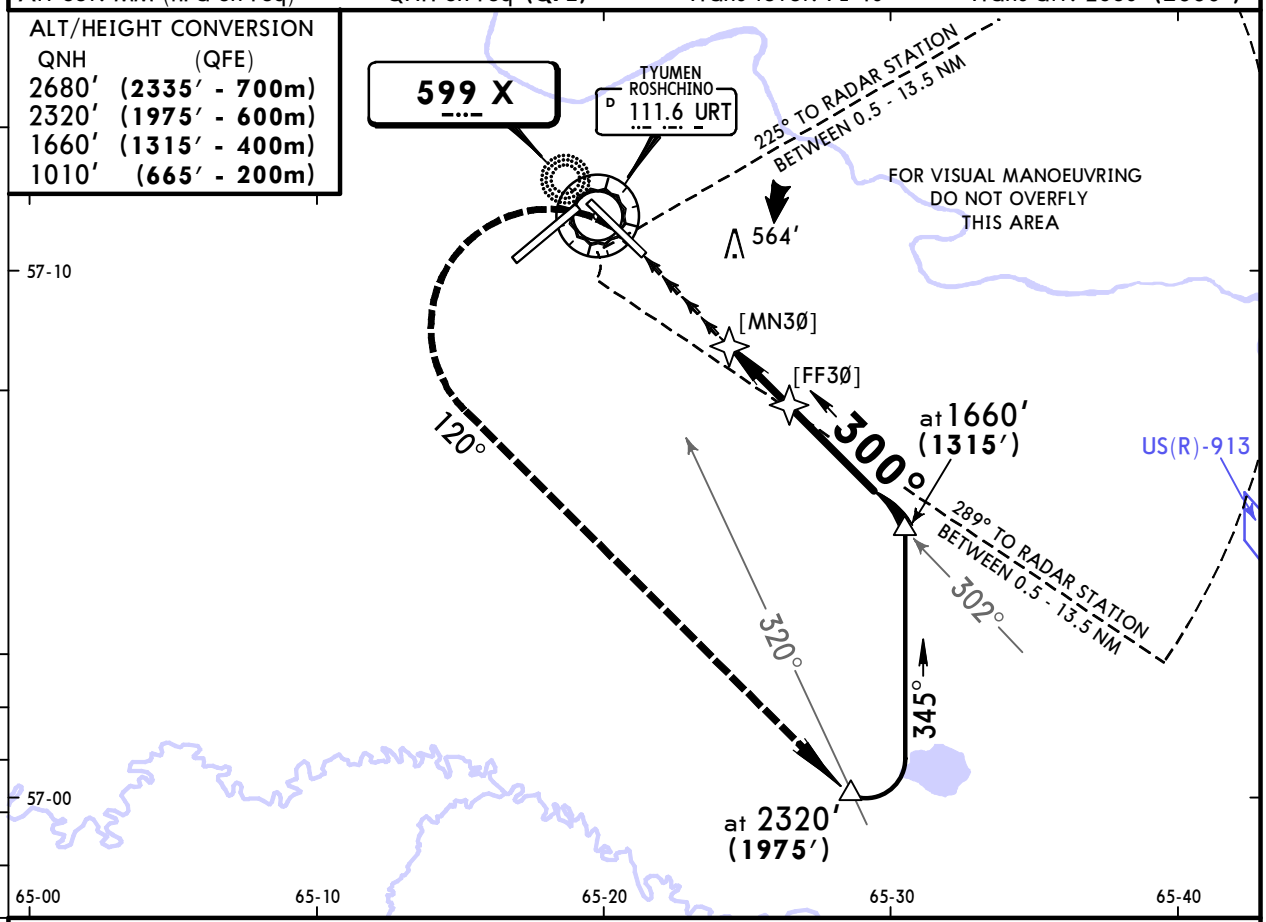
MISSED APCH: Turn LEFT onto 120° climbing to 2320′(1975′), then according to chart.

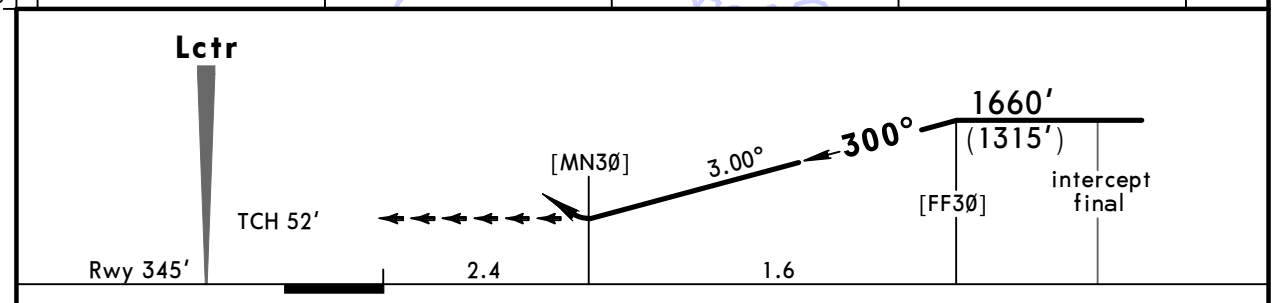
MSA ARP: 2100′ (180°–360°), 2500′

Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 | Trans alt: 2680′ (**2335′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2335′ - 700m**)
2320′	(**1975′ - 600m**)
1660′	(**1315′ - 400m**)
1010′	(**665′ - 200m**)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849

ALS / PAPI | 120° LT | 2320′ (1975′)

STRAIGHT-IN LANDING RWY 30

MDA(H) 1150′(**805′**)

		ALS out
A		3200m
B		
C		3600m
D		4000m

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	
100	1150′(805′)	3200m
135		
180	1150′(805′)	3600m
205	1150′(805′)	4000m

[1] Circling height based on rwy 30 thresh elev of 345′.

PANS OPS

CHANGES: Descent angle.

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JeppView for Windows

Chart changes since cycle 08-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TYUMEN, (ROSHCHINO - USTR)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USTR